

10 Ways to Avoid Falling

SKI

World's largest ski publication 50¢ December 1960

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Our cover photo is the work of the Sun Valley News Bureau and gives an idea of the atmosphere prevailing at this resort, whose fame has spread throughout the ski world. The horsedrawn sleigh hints at the large variety of activities to be found there in addition to superb skiing.

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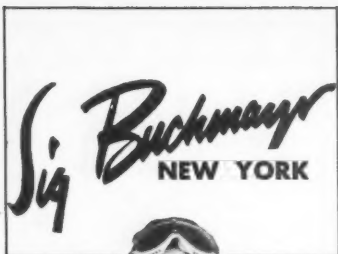
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EDITORIAL

A Christmas Gift

This issue with a total of 172 pages is the largest in the twenty-five seasons of SKI Magazine.

We make editorial mention of this fact not because we believe there is any particular magic in numbers alone, but because you, as skiers and readers, have played an important part in this achievement.

Since SKI Magazine is bought by more skiers than any other ski publication, it is only natural that this

confidence should attract the largest number of advertisers, without whom it would be impossible to put out a magazine of this scope. In effect, your generous support over many years has made this issue a Christmas gift to yourself.

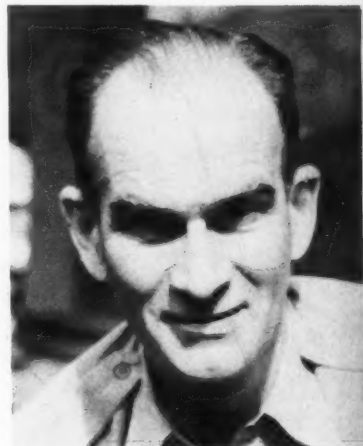
As the fortunate intermediaries in this process it gives the staff of SKI Magazine great pleasure to wish all its readers a Merry Christmas and a Happy New Year.

ARTHUR G. DRAPER

The fraternity of American skiing lost one of its finest members October 15 with the untimely death of Arthur Gibb Draper, 51, general manager of the Whiteface Mt. ski area in the Adirondacks of New York State.

A graduate of Phillips Exeter Academy, Harvard, and Trinity College of Cambridge University in England, Art became interested in skiing while working in New York City as a reporter on the *New York Times*. An assignment to cover the dedication of a monument at the summit of Mt. Marcy, New York State's highest peak, commemorating the centennial of the first recorded ascent of the mountain, resulted in his decision to leave the newspaper world for an outdoor life. He became a state forest ranger and was assigned to North Creek where he played an active role in its skiing development.

He served with the 86th Mountain Regiment at Camp Hale and in Italy where he was decorated with the Silver Star for bravery in action. After the war he was assigned by the State to develop the Belleayre ski center in the Catskills. With the creation of the Whiteface Mt. Authority and the building of the two and one-half million dollar ski center, he was



placed in charge and he did a monumental job in making it one of the outstanding areas of North America in four short years.

Those of us who were privileged to have known Art as a skier, friend, a true lover of the woods, the mountains and the great outdoors share with his wife Lili, his daughter Carolyn and his son Charles in their great loss.

The former governor of New York, Averell Harriman, expressed the thoughts of many when, upon hearing of Art's death, he said, "I have lost a valued friend and wonderful skiing companion. Whiteface will ever be a monument to his vision and to his devotion to the sport."—W.T.E.

SKI, DECEMBER, 1960

Killington Ski News

Adv.

Vol. 111, No. 1

Published Once in a While By The Killington Ski Area

Fall, 1960

Killington Valley Expanding Rapidly

A host of new lodges, motels, restaurants and vacation homes that will make their debut in the Killington valley this winter, are creating rapid changes in the landscape here at the East's highest ski area. The construction represents a total investment of three-quarters of a million dollars. In addition to these, many Sherburne farm-houses are being converted by ski clubs and families into homes for use this season.

Killington Basin can now boast some of the finest resort accommodations in Vermont, ranging from luxury lodges to economical housekeeping cabins and bunkroom. Some of the larger lodges, in addition to their restaurants, have cocktail lounges open to the public where skiers will find a variety of entertainment and cuisine. These new facilities represent over 350 new overnight accommodations, and bring the total beds within a twenty mile radius of Killington to approximately 3,000.

Pre-Season Races May Be Held On 4000' Glade Area

Killington will hold its first Pre-Season Giant Slalom and Slalom Race for Class A, B, C Men's and Women's and Junior A racers on December 11, 1960, at 10 A. M. This is a sanctioned race, held under the regulations of the USEASA and sponsored by the Pico Ski Club.

The high elevation of the skiing terrain at Killington is the best guarantee that this pre-season race may be run as scheduled in early December. Previous attempts to hold this race have been frustrated on many occasions by lack of snow or warmer than seasonable temperatures. One advantage of this race being held here is that the high Glade area is now accessible via the chairlift and makes it possible to hold the races at an elevation of 3300-4000 feet if the lower slopes should be poor or unskiable.

The entry fee is \$2.00 and should be sent to Claus Bartenstein, Sherburne Center, Vermont, before December 8th, accompanied by a standard USEASA entry form.

INFORMATION PLEASE . . .

Development of the ski facilities at Killington has been conducted by the Sherburne Corporation, a publicly owned Vermont corporation. Inquiries concerning the operation should be addressed to:

Sherburne Corp. or Killington
Sherburne, Vt. or Sherburne, Vt.

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New Trails and Slopes

For Novice and Experts

Experts this year will be challenged by the new Cat Walk Trail which descends from the very summit of Killington down the spectacular northeast face, through the huge Glade area to join the steep, wide slopes of the Cascade Trail. A fork in the trail also makes the new East Fall, a precipitous section of the rim wall of the basin accessible from the summit.

Further developments include grooming of trails and slopes used last year as well as the widening and smoothing of the more difficult sections of the Novice trails. The Rim Run Extension, which takes skiers from the West Glade over to the Rim Run and onto the Snowdon area has been completely relocated. The Killink has been widened and carefully graded. Between the 1st and 2nd Pomalifts, both the Mouse Run and Bunny Buster have been widened.

An entirely new Skidway Trail, about 1,500' long, by-passes the difficult part of the Lower Mouse Run and gives novices a gentle route to the base.

First Snowfall in October High Elevation Cause

The first snowfall of the season occurred on October 1st at Killington Basin in Sherburne, Vermont. Light to heavy snow squall conditions existed during the entire morning of the 1st, and temperatures fell below freezing.

During the month of October with persistent frost and freezing the ground temperature gradually lowers and by the latter part of October or early November, snow often comes to stay. In November 1956 the first snow cover to remain on the ground fell during the first week, accumulating to 8 inches at the base of the mountain and nearly two feet in the Glade area.

New Low \$44.00 Alpine Winter Vacation Plan

The Killington Ski Area and the Pico-Killington Lodging Assn. have developed a 5-day ski week for as low as \$44.00. This includes meals, lodging, lift tickets, and ½ day of ski lessons each day. This plan is available throughout the season except during holiday weeks.

Sherburne, Vt. (Special)

Inauguration of the new double chairlift 6300' long at Killington has led to a highly successful first year's summer operation, and makes Killington one of the leading New England year round recreational centers. Campers, hikers and sightseers numbering close to 5,000 rode the Killington Chairlift from July to October. Summer, fall or this coming winter season, the East's Highest Chairlift offers breathtaking views of the Green Mountains as well as access to some of the finest skiing in New England. Four pomalifts as well as the chair will be operating.



Swiss Directs Ski School

The expanding Ski School at Killington will be directed this year by Mr. Jules Eberhard of Switzerland. This summer and fall was spent in Switzerland on a tour of military duty and lecturing. In the U.S. he has taught at the Lake Placid Club and the North Country School, also instructing in French at the latter place.

Mr. Eberhard is both a Swiss and an USEASA Certified Ski Instructor.

Snow Conditions - Dial Rutland

Accurate and up-to-the-minute snow reports will be available from Killington on a 24-hour basis this season. Just telephone Rutland, Vermont, PRospect 3-7971 for a direct report on conditions day or night.

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CONTRIBUTORS

SKI readers are getting a rare treat in the work of Artist James Lewicki who has epitomized *Stowe, Vt.*, for us in six pages of color paintings. Jim, who has a long list of magazine and book illustration credits, recently did a five-part series on American folklore for *Life Magazine*.

Canadian Hans Gmoser has been turning out striking ski mountaineering movies for some time. In *The High Route to Adventure*, Gmoser, a professional guide, puts into words the thrilling attempt to blaze a high level route from Lake Louise to Jasper across some of the most spectacular peaks in the Canadian Rockies.

Dr. Arthur Ellison, a Williamstown, Mass., orthopedic surgeon, is one of this country's most serious students of ski injuries. His zeal in helping the cause of ski safety has led him to set up, with Dr. Milton Wolf of Wilmington, Vt., a unique hospital at Mt. Snow. Some of the results of their pioneer work show up in the advice contained in *Ski Injuries You Can Avoid*.

Robb Brady had to corral some mighty frisky operators to pin down the facts for *The Skiing Cowboys of Big Hole Basin*. But as a reporter for the *Idaho Falls Post-Register*, Robb was in a good position to get the inside story on how the Dillon, Mont., wranglers broke a wild mountain for skiing.

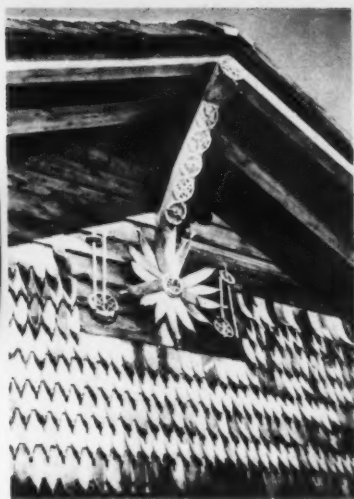
Alex Dixon, author of *Ten Ways to Avoid Falling*, is a certified ski instructor as well as ski editor of *Canada Sport* — excellent background for writing this type of piece. Utah free lancer Jack Goodman appears again with *Salt Lake's Schools Show the Way*. Tastes differ, but we think Zig Bulanda's *Where the Twain Meets* is funny. However, we will not accept responsibility if a wave of beatniks hits the slopes. Dad. Yes, there is skiing in Hawaii. Cy Cress of Brighton, Colo., tells about it in *Hawaii's White Mountain*.

This by no means exhausts the delights of the December issue. You'll find plenty of giggles in Cartoonist Norman Clark's sketches. The profile of Rev. Jim Scott of Tahoe, Calif., by our author Jim Scott is an off-the-beaten-path feature in an area well known to western skiers. Penny Pitou is back to "speak her mind" again and our Olympic gold medal winner is Yvonne Ruegg. Last but not least is a neat portrait of the Corviglia Club, a lofty place



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Next Month In SKI

The Pacific Northwest can boast hundreds of thousands of skiers, snow two stories deep, mountains tailor-made for skiing, but only two resorts of national reputation.

What is the reason for this unusual situation? **Byron Fish**, a well-known Seattle columnist with a puckish sense of humor, will explain all in *Skiing is Really Different in the Pacific Northwest*. The article will be illustrated with full-color pictures.

New Mexico, according to author **Vern Rogers**, has had big league skiing for almost a decade, yet, he says in his article, *The Case for New Mexico*, the Land of Enchantment is actually a land of mystery as far as most skiers are concerned. His story is intended to dispel the mystery. This article, too, will be rich in full-color pictures.

The technique pot is bubbling again, and SKI's experts are on the spot to give you the last word on some of the most interesting developments in technique since wedeln was introduced.

The word "Schmierer" has been bandied about for over a year now, but only a few can authoritatively say what it is all about. **Miki Hutter**, in his fourth installment of the *Secrets of Effortless Skiing* clarifies this much discussed development.

After some heavyweight experimentation, **Peter Estin**, maestro of the ski school at Sugarbush has come up with something called *Super-Wedeln*, a series of refinements which should be of interest to all skiers.

Probably the top song on the skier's hit parade last season was Bob Gibson's *In This White World*, a touching ballad which cries out to be sung around the lodge fire. We can't put recordings into SKI Magazine, but with the help of **Fred Lindholm's** sensitive camera we are bringing you a pictorial representation.

It probably should come under the heading of technique, but we're putting it under the heading of ski-bumming. In these days of inflation it is downright amusing to read *How I Skied for a Week on \$25*. Author **Doug Pease** really had to sweat it out to make it on that amount, but we suspect he had more than a thousand dollars worth of fun doing it.

In addition to these top features, there will be other interesting and stimulating articles to keep you right in the swing of what at the latest report is a really tremendous ski season.

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and a
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S-1

NEWS IN BRIEF

NSA to Start Permanent Fund for Training Racers

Creation of a perpetual fund for the support of international ski competition is one of four goals in a new program to beef up the activities of the National Ski Association.

Chelton Leonard, former coach of the University of Nevada and Class A racer, has been appointed full-time executive director of the NSA to carry out the new program approved by the NSA directors.

NSA President Sepp Ruschp of Stowe explained the long-range plan to finance U.S. skiers in international competition. The perpetual fund for training racers will be financed by special supporting memberships in which the ski industry and individual skiers will be asked to participate. This plan, Ruschp explained, is designed to relieve local and regional organizations of periodic fund drives.

The new NSA program also includes expanded services to members, establishment of safety regulations for recreational and competitive skiing and an information program to acquaint the public with organized skiing's goals and accomplishments.

Included in the NSA's safety program is a set of regulations for ski trail markings and slope classification which is expected to be ready soon. As part of its safety drive, the NSA will make a special protective helmet available to competitive skiers at cost. Under recently adopted NSA rules, downhill racers must wear protective headgear. The NSA will soon make available a new rule book governing ski competitions.

Vuarnet at Squaw Valley

Jean Vuarnet, winner of the men's Olympic downhill, has joined Joseph G. Marillac's ski school at Squaw Valley this season. Vuarnet, who has collaborated with fellow-Frenchman Georges Jourbert in writing three books on the modern technique, has also written for SKI this season. At the Squaw Valley resort, extensive clearing, has been done on KT-22 and Squaw Peak.

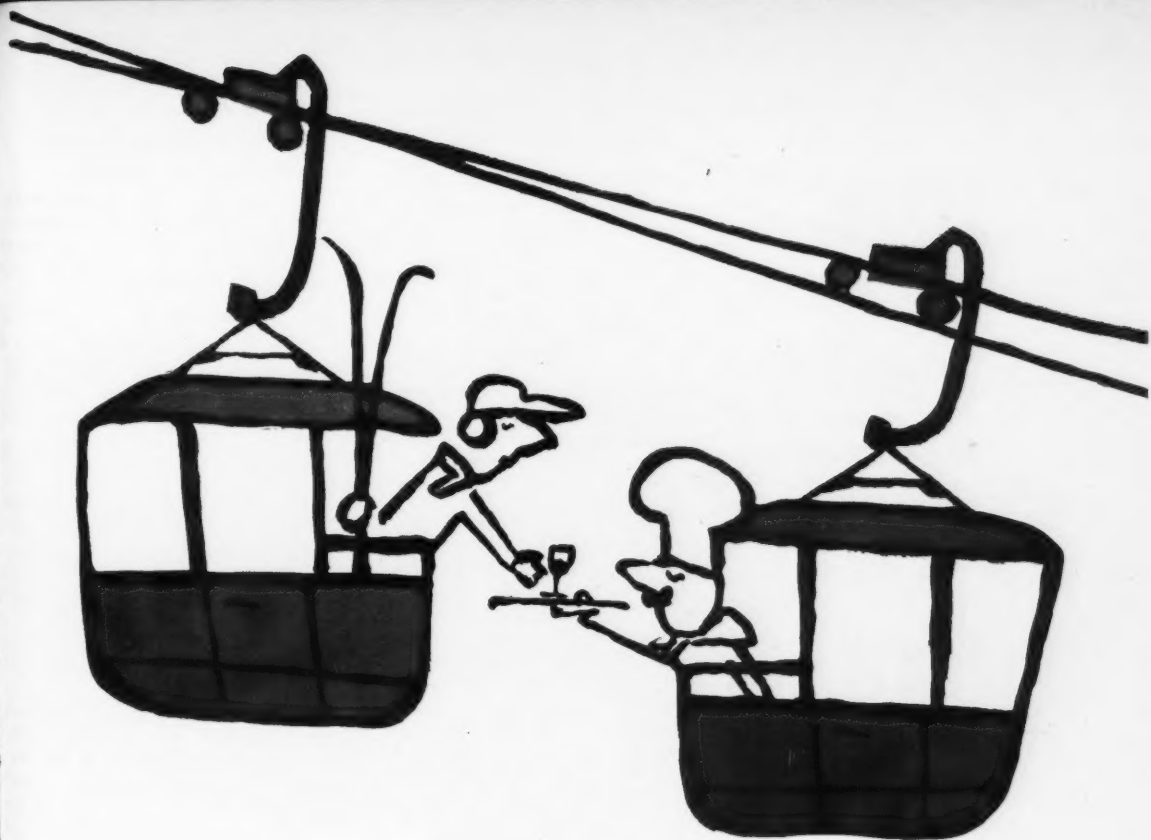
Lonsdorf Works Hard to Build Mich. Tech Team

Michigan Tech ski coach Fred Lonsdorf has worked out a new cross country trail which includes the four and one-half mile high school and junior distance within the regular nine-mile senior distance. Lonsdorf has also combined forces with track coach Rex Be

continued

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It's getting hard to find people who haven't been to Sugarbush Valley or, at the least, who haven't heard of it. Only yesterday I was trading quiddities with a paramount chieftain in the foothills of the little-known Karakarelian Massif. "Uzooom Frabdj!" he intimated, facing me with a baleful eye. "Fort Knox'n Nes-selrode pie," I shot back. "Snudji bargabl," he replied, the while fingering his 4-bladed shiv. "Sugarbush Valley!" I expostulated. "Sugarbush?" A soft, sentimental look flitted across his craggy face. I'd said the right thing. "You said it," he went on. "I'm taking my four best wives to Sugarbush for General Washington's anniversary celebration. What do you say, sport? See you there?"

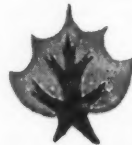
See what I mean?

Sugarbush Valley translates into "Skiing at its Best" in any language. It means atmosphere, accommodations plain or posh, exciting people, magnificent trails and slopes, the world famous gondola lift, two chair lifts and much, much more. I give you then "Uzooom Frabdj" which turns out to mean, simply "Ski Heil" in Urganic-Pindi, and urge you to Sugarbush, four wives or toute seule!

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A & T

NEWS IN BRIEF

noit for a cross country team. Two of Lonsdorf's skiers, George Quaaf of Ishpeming and Oliver Hannula of South Porcupine, Ont., have shown promise in the fall sport.

Penny Pitou Ski School at Belknap Mt. Area

Belknap Mountain in Gilford, N.H., will have the services of two Olympic stars, Penny Pitou and Egon Zimmermann, for its ski school this year. The school will be called the Penny Pitou Ski School. Penny's home is in nearby Laconia.

The school will offer special racing classes conducted by Penny with the assistance of Zimmermann, a member of the 1960 Austrian Olympic team. The school will also include classes for recreational skiers and children.

Skiers interested in seeing Penny at one of her appearances as fashion consultant for White Stag Manufacturing Co. will find her in the following cities during December:

Stamford, Conn., 8; Boston, Mass., 9; Hartford, Conn., 10; Washington, D.C., 12; Baltimore, Md., 13-14; Rochester, N.Y., 15; Watertown, N.Y., 16; Jamestown, N.Y., 19; Binghamton, N.Y., 20; Springfield, Mass., 22; Troy, N.Y., 23.

Bid for 1968 Olympics

A bid for the 1968 Olympic Winter Games will be made by the Pacific Northwest Trade Association, an organization of business and industrial leaders in the northwestern U.S., western Canada and Alaska.

Pointing out the availability of suitable ski facilities and lodging accommodations, the group plans to select an appropriate site in the Pacific Northwest, either in the United States or Canada, for presentation to the International Olympic Committee.

Seeking Lodge Builder

The U.S. Forest Service is looking for someone to build and operate overnight accommodations at Snow Basin near Ogden, Utah, in the Cache National Forest. Applicants should write to the Forest Supervisor, Logan, Utah, or the District Ranger, Post Office Building, Ogden, Utah. For further information about the area, applicants may contact Sam Huntington, lift owner and operator, and Max Ostrander, operator of the present shelter building, in Ogden, Utah.

Another Ferries in Training

Barbara Ferries of Houghton, Mich. national junior alpine champion and

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Teams.



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NEWS IN BRIEF

sister of U.S. Olympic team member Charles Ferries, is attending high school this winter in Aspen where she plans to get experience in high-mountain skiing. Her brother is a junior at Denver University where he skis for the Pioneers.

New Area for Libby, Mont.

New for the 1961 season is a ski area being developed by Kootenai Winter Sports, Inc., of Libby, Mont., on Turner Mountain about twenty miles north of Libby. The area has a main hill 5,600 feet long with a 2,000-foot vertical descent. The promoters plan to install a T-bar and erect a lodge with all facilities next summer.

Utah Ski Information

Utah's twenty ski areas are described in a new folder published by the Utah Tourist and Publicity Council. The folder describes the location, facilities and overnight accommodations available and provides other necessary information for skiers. Copies may be obtained from the Utah Tourist and Publicity Council, Dept. 332, State Capital, Salt Lake City, Utah.

Silver Star Expands

Improvements at Silver Star Mt. in Vernon, B.C., include four new trails for experts and intermediates varying in length from 1,500 to 3,000 feet with a vertical descent of 1,000 feet. Existing trails have been widened and new parking provided for 500 cars.

Ski Biz up in Vermont

Vermont's income from its winter sports business during the 1959-60 season was about \$19,500,000, according to figures compiled by the Vermont Development Commission research department. The figure represented an increase of fifteen per cent over the previous season.

Haerdles Sell Aspen Lodge

Mr. and Mrs. Otto Haerdle have sold the Hillside Lodge and Studio to Glenn Paas whose family operates motels in Monticello, Utah, and Cortez, Colo. The Haerdles have retained possession of the cottage which was part of the establishment. Paas is adding six house-keeping units and a lounge to the lodge.

Olympian to Meet Public

Egon Zimmerman, a member of the Austrian Olympic team, will meet with the public and advise on equipment and clothing in the weeks before Christmas at the Scandinavian Ski Shop, 45 East 59th St., New York City.

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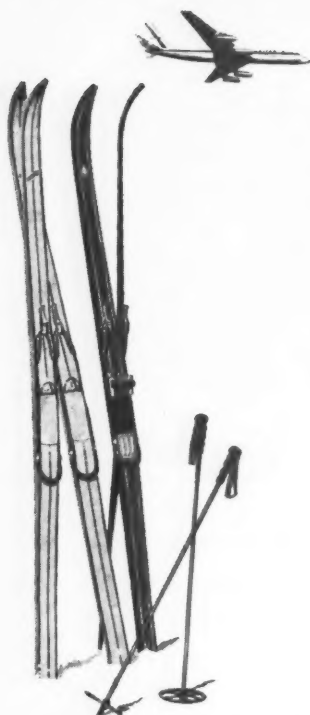
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NEWS IN BRIEF

FIS Favors Continuing Olympic Winter Games

General approval of the handling of the 1960 Olympic Winter Games at Squaw Valley was expressed by members of the FIS Council meeting in Moscow last August. Among other important pieces of business the FIS Council went on record as approving continuation of the Winter Olympics. This was in response to criticisms directed at the Games previous to the Squaw Valley events.

Active in the Council's deliberations was Sepp Ruschp of Stowe, a vice president of the FIS and president of the National Ski Association.

On behalf of the NSA Ruschp invited the FIS Council to hold its 1962 meeting in this country. The 1961 Congress meeting will be held in Madrid.

The FIS voted to seek permanent representation on the International Olympic Committee. This is intended to bring about closer coordination between the FIS and IOC. Before the move is effected it will have to be studied and approved by the national organizations of the various member countries and then finally voted.

Approval was also given by the Council for non-stop training in downhill races. Non-stop training was tried at the Olympics and before that at the American Internationals in Stowe and found satisfactory. Under this regulation racers are permitted to run the downhill course once before the race at full speed without stopping. But it was pointed out that times must not be taken and any impression of racing must be avoided.

The FIS voted to require helmets in downhill races. The type of helmet was not specified, but protective headgear for racers will be a must.

Reports to the Council indicated that insufficient documentation for the approval of race courses is being supplied to the FIS which sends technical delegates to all sanctioned races. The delegates can cancel races if they find the courses do not meet FIS requirements. The Council agreed that national organizations must submit better reports about the conditions of their race courses.

The FIS has made preparations to study speed trials and work out proposals for their conduct. Observers were to be sent to the trials scheduled in Courmayeur at the end of August, but, because of bad weather, the trials were not held. The FIS indicated, however, that the presence of its observers at speed trials would indicate de facto approval. The FIS recommended that

tests be limited to one event a year and voted to seek cooperation of the organizers of the trials in Cervinia and Courmayeur.

Further study of the amateur eligibility rules was recommended to bring the FIS rules into closer agreement with the IOC regulations.

Discussions were held on the problems of group drawing and starting order. New recommendations were made and are under consideration. Both Dr. Otto Lorenz and Friedl Wolfgang made suggestions for changes in these rules applying to world championships and Olympic competitions.

Commenting on the activities of the Council, Ruschp pointed out its significance for the recreational skier by noting that racers create new techniques, test and help perfect new equipment and, by their example, raise the standards of all skiing.

Thus the work of the FIS in regulating competitions and improving the quality of skiing has an influence on the recreational skier who benefits directly through national and regional ski organizations.

Fishnet Is Navy Choice

Navy personnel working in Antarctica have almost completely abandoned wool underwear for cotton fishnet type garments. A Navy doctor, Capt. Earland E. Hedblom, has been experimenting with different types of underwear for several years. He tested fishnet underwear designed by Bradford-Norak of Bennington, Vt., and found that with only a shirt and trousers over the fishnet underwear he could sustain sub-zero temperatures in comfort.

Mt. Snow Free Films

Two new free films are available from Mt. Snow, Mt. Snow, Vt. Both are in 16mm color with optical sound. They are titled "Mt. Snow Holiday," running thirty-five minutes, and "Ski Technique the Harvey Clifford Way," running thirteen minutes.

Mt. Snow has announced the inauguration of standard races. Gold, silver and bronze pins will be awarded to entrants who qualify. The races will be held on the Lodge Run.



Stowe

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Ski Resort Progress Sets Fast Pace

New lifts are still the big news in the ski world as resorts expand their facilities and new areas open.

SKI's total of new North American lifts now is up to 112, a really phenomenal accomplishment in lift construction. Fifteen have been added to the list published in November and there is a good possibility of more. Following are the most recent new lifts:

Mt. Tom, Holyoke, Mass., Roebling T-bar 1200/250/800; Silver King, Bear Mt., N.Y., Pomalift; Terry Peak, Lead, S. D., Pomalift 860/205/450; Bear Paw, Havre, Mont., Pomalift 1325/335/500; Timp Haven, Provo, Utah, Pomalift 2440/558/690; Red River, N.M., Pomalift 850/150/750; St. Mary's Glacier, Idaho Springs, Idaho, Pomalift 775/90/500; Powder Bowl, Deer Park, Calif., Pomalift 400/—/—; Avalanche, Boyne City, Mich., Pomalift 1200/260/700; Au Sable Club, Gaylord, Mich., Pomalift 819/144/660; Snow Valley, Manchester, Vt., Pomalift 1500/285/535; Mt. Tom, Woodstock, Vt., Pomalift 2200/425/580; Killington Basin, Sherburne, Vt., Pomalift; Ski Horse Mt., Hampden, Me., Mueller T-bar 850/190/800; Hill 68, St. Sauveur, P.Q., T-bar 2300/575/1200.

Most of the large new developments have been reviewed and this issue contains a summary of improvements in eastern and midwestern resorts. Canada is contributing several new areas including Mont Sutton just over the Vermont border in eastern Quebec. Two other areas in Ontario, Georgian Peaks at Camperdown and Beaver Valley at Markdale-Flesherton, testify to growing enthusiasm north of the border.

New areas are also springing up in New York, Maine and Vermont, and there is unprecedented progress in the established resorts such as Sugarbush, Stowe, Mt. Snow, Jay Peak and others.

More details have come through on Alpine Meadows, the big area near Squaw Valley, which SKI previewed in the November article on the Lake

Tahoe region. Present plans call for a 6,000-foot Von Roll gondola lift to be ready in 1961. Rising 1,700 feet, it will have a capacity of 700 skiers an hour and serve four ski bowls.

There will be a 7,000-square-foot lodge and parking for 1,000 cars. In the future are a double chair, T-bar and two beginners' lifts, plus other facilities. Land for private ski lodges is also available.

The survey of developments in the East and Midwest follows:

Lookout Mountain, Virginia, Minn. New 1600/300 expert trail and 700/100 novice trail. All trails and slopes improved. 250 parking spaces added. Bob Leader is head of ski school with three new instructors. Magic Carpet and Sno-Cat for slope maintenance.

Mt. Telemark, Cable, Wis. Two new Hall T-bars, one 1500/250/1200, the

other 1145/238/1200. Three new intermediate trails. Two new large open slopes.

Rib Mountain, Wausau, Wis. New 2000/240/1300-1400 rope tow serves new open slope with 600-foot drop. Trails brushed. New Sno-Cat for slope maintenance.

Mt. La Crosse, La Crosse, Wis. One new rope tow, one tow extended to increase capacity. New novice and novice-intermediate trails. Novice area tripled, other trails widened. Lodge being remodeled, ski shop redecorated and beer bar added. New skating rink. Bus and train from town to hill.

Trollhaugen, Dresser, Wis. All trails groomed.

White Cap Mt., Hurley, Wis. Two Hall T-bars for this new area, one 1350/245/1200, other 1100/300/1100. Three new rope tows. Seven trails and two

continued page 104

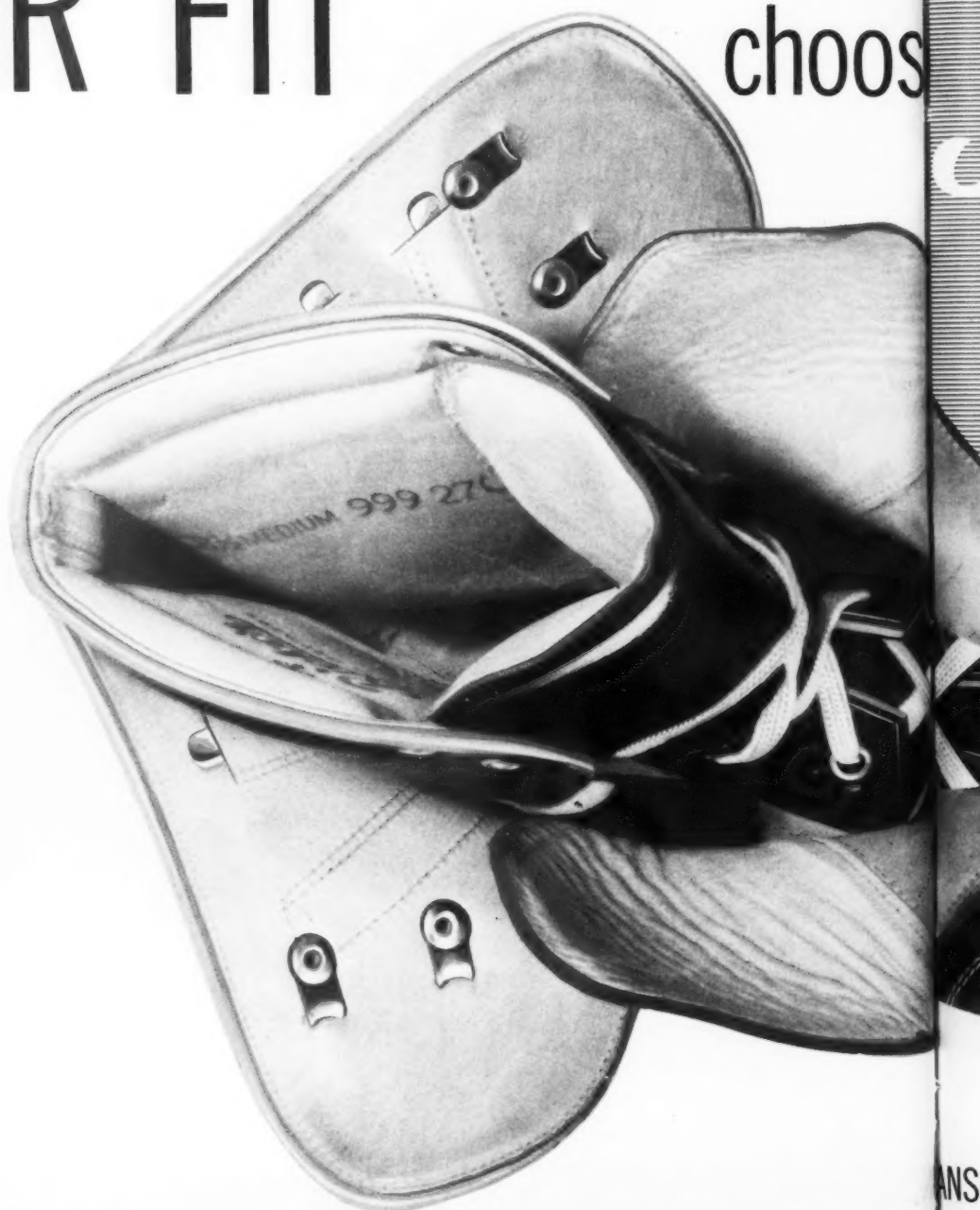


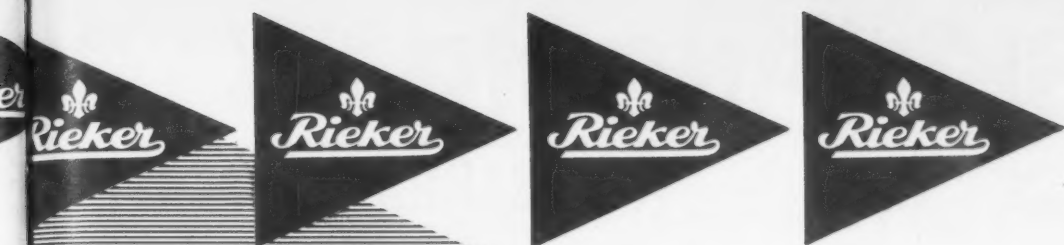
More areas are installing overhead lifts especially designed for beginning skiers



FOR FIT

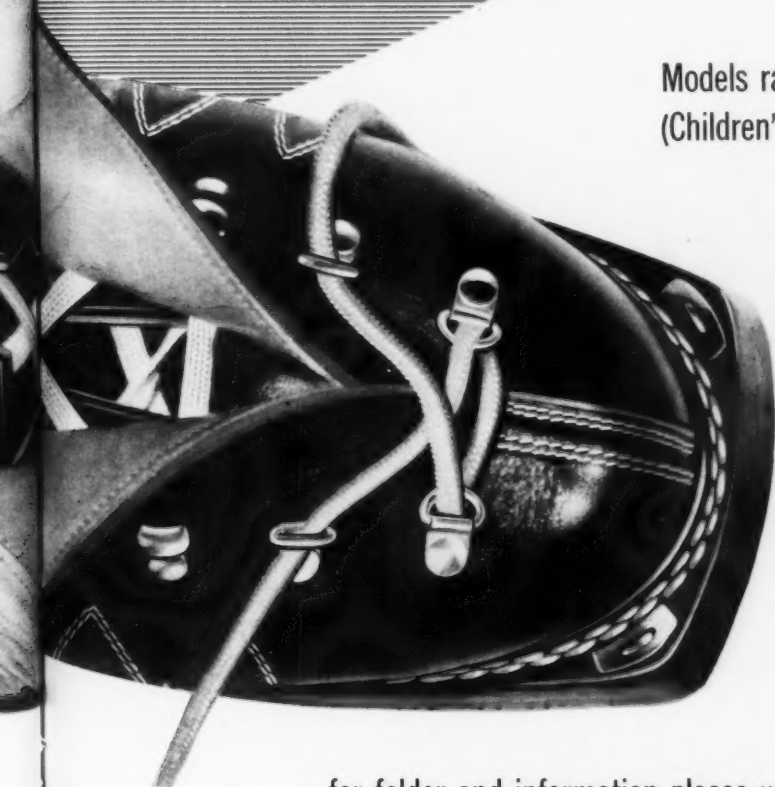
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2. Read and memorize all available literature on learning how to ski. It may come in handy when you get out on the slopes, but it's an absolute **MUST** for cocktail parties!



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LETTERS TO THE EDITOR

Reverse English

Sirs:

As a physician and a skier, I always have an eye out for articles which feature both of these fields. I was, however, somewhat startled to read the following . . . in the article, "Effortless Skiing," in your October issue:

"The 'reverse' action between legs and upper body also results in the *coma* position."

I have been in the coma position a number of times, but I was not aware that it was so highly recommended by Mr. Hutter.

Mary Wheeler, M.D.
New York, N. Y.

Sirs:

. . . on page 103 of the October, 1960, issue, the copy reads: "The 'reverse' action between legs and upper body results in the *coma* position." I'm sure he meant "comma."

A. Stanley Kaye, M.D.
New York, N. Y.

• "Comma" is correct although the editors must have been comatose when they missed this typographical error—
ED.

Progress in Scotland

Sirs:

Here in Scotland, all the keen disciples of the sport have, for years, read with envy in SKI Magazine about chair lifts growing on your mountains at such a terrific rate.

There have been skiers on our mountains for more than fifty years and until six years ago, if you wanted to ski you had to walk . . . six seasons back the Scottish Ski Club built a ski tow in the Glencoe district on our west coast. We still had to climb from the road to the bottom of the lift for one hour at the end of which our new ski lift pulled you up almost a thousand vertical feet.

The standard of skiing has taken on a completely new face with all this downhill skiing, also new ideas in the minds of the business men. The outcome of this is a new chair lift up the first part of the mountain, cutting the hour's walk to fifteen minutes. This is the only mountain chair lift in the country.

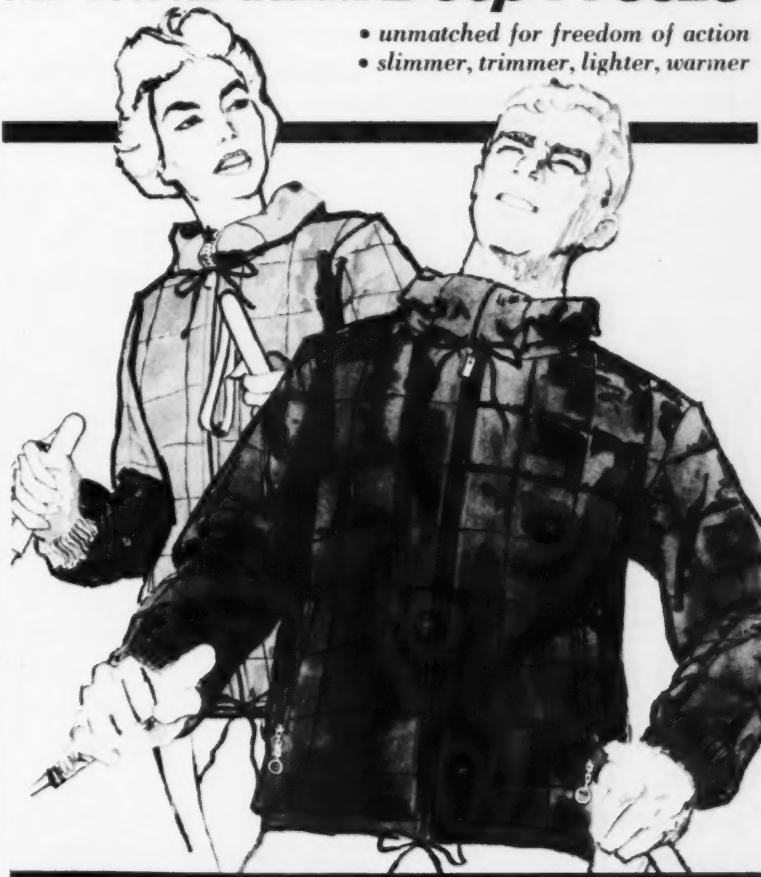
The lift will take skiers 900 vertical feet up . . . to near the bottom of the existing tow . . .

As in all resorts, we have a "hard core" group of skiers who haunt the place, all of whom had the pleasure of becoming firm friends of a couple
continued

at last! **THE PARKA** serious skiers have been waiting for!

NEW DUOFOLD OPERATION **Deep Freeze®**

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Now Duofold has created a parka with everything real skiers want and need. It's a miracle of weightless warmth and smart, trim styling. The reason? Revolutionary new OPERATION DEEP FREEZE fabric, so unique it's patented.

This amazing fabric combines three insulating air barriers between four wafer-thin layers of fabric interlined

with SCOTTFOLD (up to 160% warmer than other interlinings)! The result is an amazing new material that gives more warm-dry comfort ounce for ounce, than anything you've ever experienced!

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Letters

from San Francisco—Charlie French and his wife, Toni . . . Charlie and Toni now live in England where he is working and like us they will bless the new chair lift on their skiing holidays in Scotland.

Frith Finlayson
Glencoe Ski School Director
Glasgow, Scotland

Never Underestimate . . .

Sirs:

Skiers last year enjoyed this poem posted outside our lodge:

It's not the height of the vertical drop,
But mainly the grade.

It's not the length of runs that counts,
But how the turns are made.

It's not the depth of the snow,
A foot could be enough.

And it's not the length of lift or tow,
Or any such stuff.

It's sun and sky and skis and snow
And music and laughter when the embers glow.

So you skiers with mountains immense
Be careful how you slander.

Those turns you just saw with ease and grace
Were made by a flatlander.

Sandy Stevenson
Sutter's Ridge

Mt. Horeb, Wis.

• We get the message. See "Nubs Sarns Makes His Choice" in the November issue.

Plea for Six-footers

Sirs:

I have often wondered if companies that advertise ski clothing in your fine magazine know that lots of people who ski are over six feet tall. Have you ever tried to buy ski clothing for a six footer?

L. C. Heinse (6'5")

Durham, N. H.

Something Lacking

Sirs:

I have been looking over some of my back issues of SKI and I notice that there is something lacking. You have almost entirely forgotten our junior skiers. Many others like myself feel that junior racing has been and will continue to be the source of strength for

continued

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Letters

our national teams. Juniors have to work just as hard in proportion for their rewards as our racers on the FIS and Olympic squads. Competition is just as fierce among teenagers as it is among the top-flight international racers.

A little coverage would certainly do no harm, and maybe a few pages devoted to the juniors would be a big enough boost to start a really avid interest in the junior program.

Ken Hawkins

Carbondale, Colo.

Hard to Satisfy

Sirs:

In the article by James Laughlin, "25 Years of SKI" (October, 1960), he uses such phrases as "Skiing may be one of the easiest sports to pick up—one in which you don't really have to be a 'good athlete' to have fun with it—but it does, after all, even with uphill riding, require a certain amount of effort." Also another direct quote: "Lift skiing is hardly an adventure..."

Speaking for myself, lift skiing or any other type of skiing when kept up for... four or five hours is a highly demanding physical sport requiring the utmost of stamina, skill and coordination. Let no one be misled [that] it's easy to learn either. It took me eight years of week-end skiing to finally master wedeln and parallel skiing to my own satisfaction.

Ralph Strauss

Pittsburgh, Pa.

Microtoming Hairs

Sirs:

In your October issue (SKI Letters) Jerry Klug writes: "Most ski area operators feel that 20,000 vertical feet is plenty. That's less than two runs per hour on a hill with a drop of 1,400 feet."

Please, Mr. Klug, seek help from a qualified mathematician and you'll find that it is more than two runs per hour. Say you skied 20,000 feet on a 1,400-foot drop you get (20,000 divided by 1,400) 14.28 runs. Divide this by seven hours and you'll have 2.04 runs per hour.

So, please use my corrected figures and you won't overdo it.

Paul Vestertein

Duluth, Minn.

Sirs:

Mr. Klug's argument for 35,000 vertical feet of skiing a day is pointless... since it fails to consider the nature of the terrain. I can show him slopes which would totally exhaust him after 15,000 feet.

Ben Fielder

Los Angeles, Calif.

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CHARLES MOLL, MANAGER — PHONE 20

SKI BOOKS IN REVIEW

This is a season rich in ski literature of all kinds, and, unless our judgment is completely off, it is better and more interesting than ever before.

True, the first great ski novel has yet to be written, but in its absence there is a great body of technical literature which is reaching new levels of literary, illustrative and photographic skill. Surely, with such advances, an outstanding novel can't be far behind.

What is particularly interesting about this season's crop of ski books is their ability to overcome the "what, another book on how to ski" attitude of most experienced skiers. It is hard to pinpoint why this should be, but we suspect that there is a large group of skiers who up to now have proudly abstained from wedeln and now want to join the club — without fanfare. This season's books apparently are just what they needed. While they don't overlook rock bottom fundamentals, they have much more to offer to the experienced skier than technique books of the past, which, it seems in retrospect, used to spend an inordinate number of pages telling of what a ski is and how to use it walking.

And, if we are not mistaken, another important plus which makes the new ski books attractive is the quality of writing. Despite the more complex concepts of modern skiing, the new books are easier to read and digest than those in the years gone by. One of the reasons may be that some publishers of ski books have joined the ranks of skiers and now have a better idea of what skiers are looking for.

One of the books which is an outstanding example of the "new look" in ski books is *Wedeln* by Clemens M. Hutter with commentary by Prof. Friedl Wolfgang and Prof. Stefan Kruckenhauser. Doubleday & Co., Inc., New York, 1960. 108 pages. \$3.95.

The name of Hutter is familiar to SKI readers on several counts. He wrote the first definitive article on *wedeln* and "The New Official Austrian Ski System" ever published in English in SKI Magazine in 1956 and he is currently authoring the series "Secrets of Effortless Skiing" for SKI readers.

While Hutter is a certified *skilehrer* and has been instructing at Sugarbush, Mad River Glen and Portillo, Chile, for

continued

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Book Reviews

the last two seasons, he is a newspaper reporter by profession and specializes in South American affairs. It was this interest which brought him back into ski teaching while on a leave of absence from his newspaper in Austria. This coming season will be his last in the United States.

During his student years, Hutter worked closely with Kruckenhauser while this master ski technician was evolving "The New Official Austrian Ski System." *Wedeln* is an outgrowth of this collaboration and is warmly endorsed by Kruckenhauser and Friedl Wolfgang, one of the major figures in Austrian skiing and for several years chairman of the important FIS downhill-slalom committee.

Considering these credentials, Hutter has put together a deceptively simple book which wastes few words and lets the superb sequence pictures do most of the talking. Where photographs won't do, there are revealing diagrams.

Flashes of humor add to the deception of simplicity. Actually, Hutter quickly takes the reader into some of the most refined aspects of ski technique without the reader realizing it. Before he knows it, he has gone through the 108 pages and has arrived at deep powder *wedeln* and technically the end of the book.

But so convincingly are Hutter's concepts put that it is virtually impossible to forget them. Working on his oft-stated assumption that skiing is seventy per cent head work and thirty per cent leg work, Hutter takes great pains to put the most important fundamentals into the simplest language. It is this which makes the book so effective.

This is not to say that all instructors will agree with Hutter on all aspects of technique. For instance, there are several important instructors who question Hutter's emphasis on pole action, claiming that at high speed it tends to pull the inside shoulder back in a turn. However, there is no unanimity on this question among the experts and this aspect will have to remain open for discussion pending further developments. The important point is that it fits logically into Hutter's explanation of modern technique.

Another interesting import is *Skiing* by Ollie Polasek. A. S. Barnes & Co., New York, 1960. 108 pages. \$3.95.

This book is Australia's first serious entry for a place on the skier's bookshelf.

continued



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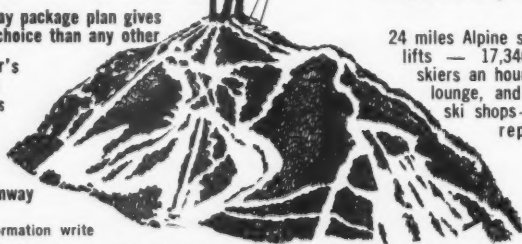
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Book Reviews

shelf, and a competent one it is. Judging by the standard of skiing advocated in its pages, it would seem that skiing is coming of age in Australia.

This fact should not be taken too lightly. Per capita, Australia probably has turned out more top athletes than any other country in the world and ski racing success may not be far behind.

While *Skiing* is not a racing manual, it does lay a solid basis for modern high-speed skiing and ends with an interesting and enlightening discussion of wedeln. However, the author is not a wedeln fanatic and includes elements of the French technique, which he considers useful.

Skiing should be particularly useful for those just starting to ski, and for those interested in reviewing fundamentals. In addition to excellent pictures, there are revealing diagrams, which should be of great help to those who have trouble with weightshift and weight distribution.

The author has an interesting background. Born in Czechoslovakia, he was an instructor in his native country while still a student at Charles University of Prague. After the Communist *putsch*, he first went to West Germany, where he taught skiing at Garmisch-Partenkirchen, before going to Australia in 1950.

Aiding him in his efforts are cartoonists Margaret Richardson and Wally Tooth who give readers a humorous change of pace and a good idea of what Australian skiers find funny.

It is not the policy of SKI Magazine to review foreign publications unless they are distributed in the United States. However, one book from overseas received by SKI Magazine is worth noting.

This is *Skiing the New Style or the Old Way*, but *Skiing* by Rudolf W. Friedrich. Published by the author, Hofgastein, Austria, 1959. 99 pages. This is undoubtedly one of the most unusual books on skiing ever. It contains both German and English versions and the instruction is more or less a dialogue between instructor and pupil. It is Friedrich's contention that less has been added to ski technique than most people think and that most of the new styles are merely gimmicks. A stimulating book for those interested in touring, but definitely on the conservative side for those who are primarily downhill skiers.

END



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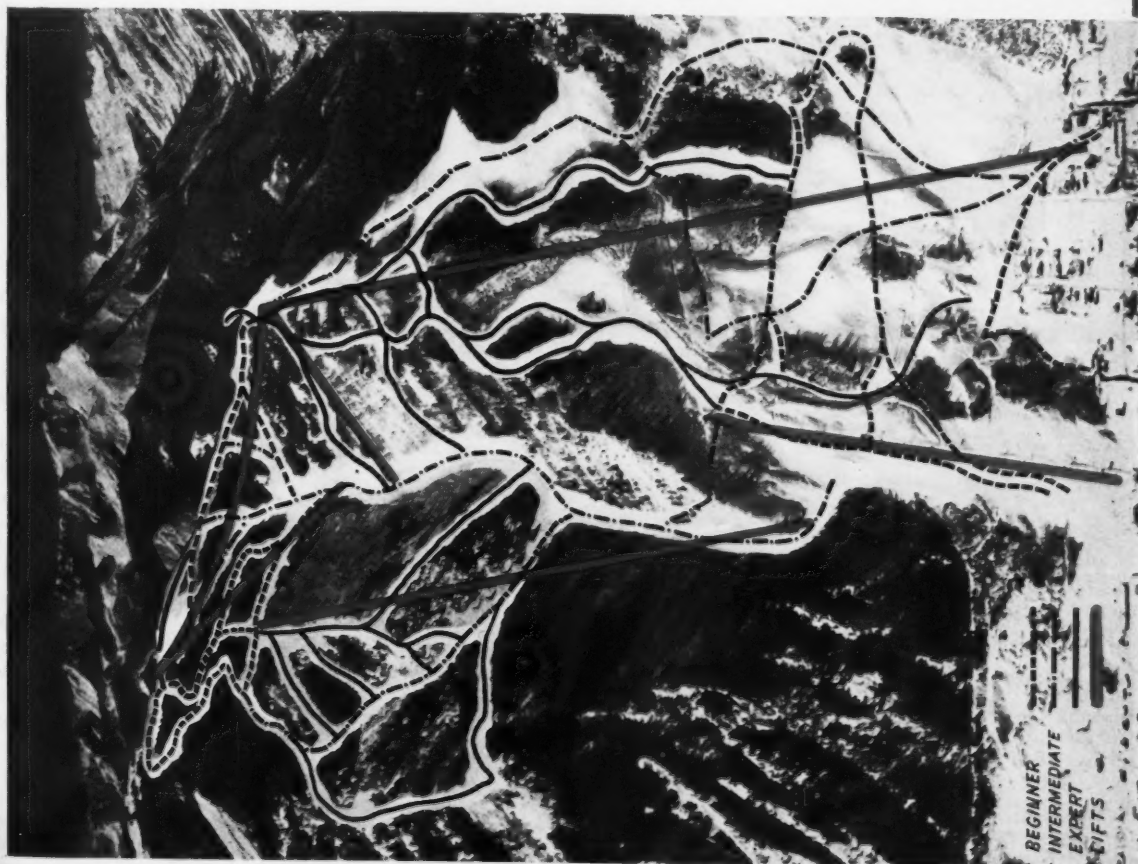
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10 Ways To Avoid Falling

Every skier is familiar with those days when nothing goes right.
A noted Canadian ski instructor provides some welcome remedies.

by Alex Dixon

When a beginner falls, he makes no excuses. He doesn't need and probably does not know any. The intermediate and expert fall, too, but by the time a skier reaches these stages he has not only forgotten important fundamentals, he has also picked up all the stock excuses from "I just haven't got it today," to "there was rust on my right long-thong buckle."

Basically, the causes for falls are the same for beginner, intermediate and expert. Spotting these causes is simple when dealing with the beginner, harder with the more proficient. In the latter case it is not only difficult to get the skier to admit he's made a mistake, but also, since he skis quite a bit faster, the mistake does not have to be of noticeable magnitude before it results in a serious fall.

Every skier who has spent a season on the slopes has experienced "bad days" when he has splattered himself

all over the hill despite near-perfect conditions. The next time this happens to you, instead of making excuses, why not do something about it. Find yourself a long, easy slope and check the following ten points, violation of which are the most common causes for falls:

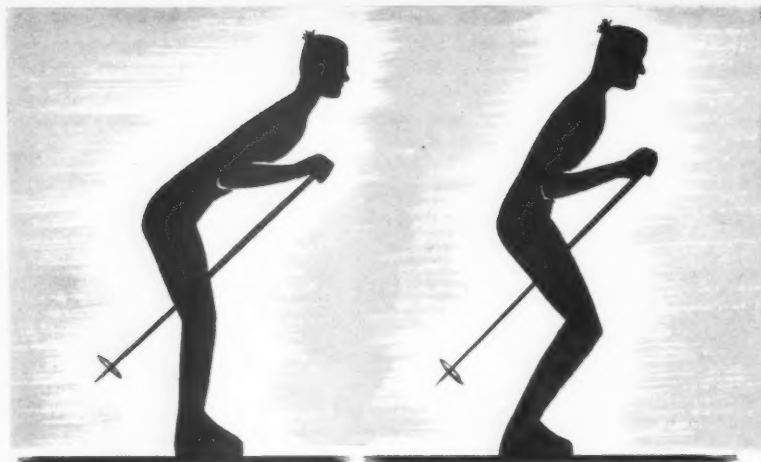
- Check your body position in relation to your skis. The chances are you're sitting back on your heels. This is a common mistake made by many skiers, particularly at the beginning of the season. What you'll be doing is bending at the waist in an effort to lean forward. This straightens your knees, forces your seat backward and shifts the main weight on to your heels.

The correction is simple. Take a normal, relaxed stance on your skis. Lean forward a little *from the ankles*, then sink into a semi-kneeling position, thrusting your knees forward. In doing this you will automatically bend forward at

the waist, but don't overdo it. Bring your arms and hands forward, just below shoulder height and away from the body. Take a couple of slow straight runs in this position. Then, in the same position, begin rocking back and forth from the ankles while running at very slow speed. This exercise has two purposes. It makes you realize how a good, solid forward lean feels and it teaches you to recognize that shaky back-on-the-heels sensation. Form the habit of rocking forward at the beginning of each run and you'll soon regain that familiar, solid feeling.

- Make sure that your weight is on the outside ski on every turn. As you start a turn, lift the inside ski slightly. Not much, just an inch or so, and keep the tip on the snow to avoid crossing your skis. This will put your weight completely on the outside, or downhill ski.

continued



A major reason for falling is bending at the waist (left) instead of the ankles. This puts the main weight behind the heels and allows the skis to run away

Ten Ways to Avoid Falling

Keep your feet together. This will help to steady you and it will also improve your balance.

Contrary to what many skiers think and do, shifting weight does not mean excessive body movement. It's more like marking time, lifting one foot and then the other. Nor is there a great side movement of hips involved.

- The down-up-down movement must be properly executed. This movement used to unweight your skis can be a tricky troublemaker. The danger lies in making the "up" motion back instead of forward, which puts you on your heels in the fall line. The "down" movement can cause trouble by becoming a bending at the waist rather than a lowering of the whole body.

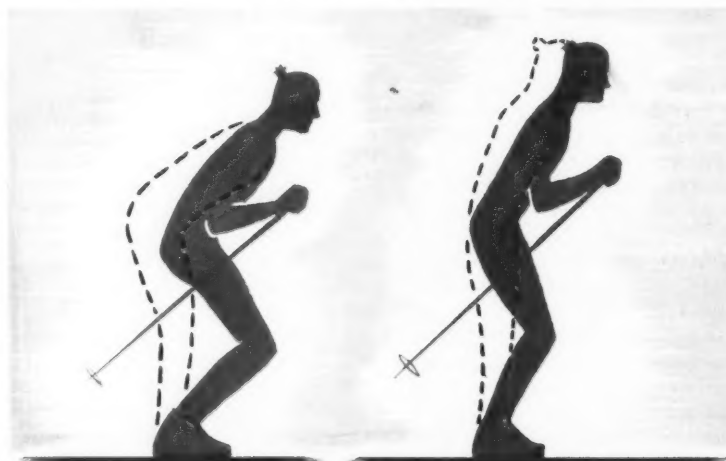
Remember that the "up" motion is a forward and upward lifting of the seat and that the knees must never straighten completely. The angle between ankles and knees never changes and pressure must be kept on the balls of your feet throughout the entire movement. Since the angle of the slope is constantly changing as you turn, you must compensate for this by moving up and forward as your skis drop into the fall line.

- Use poles correctly. Since the shelving of the old rotation system, pole action has become vitally important. Use of the pole is more than just a means of marking the spot where you intend to turn. It is the "downbeat" for starting all the movements that will make your skis turn. Haphazard or

sloppy pole action not only looks bad, it can cause you no end of trouble.

The pole should be placed in the snow about half way between the tip of your ski and the toe of your boot and a little to the side. Then follows a wrist action rather than an arm movement. When you place the pole you will be in the "down" position at the end of the previous turn. Setting your pole precedes the "up" motion that unweights your skis and starts them turning. As you move up and forward use a wrist action. Don't fling your arm to the side or let it or your hand swing around behind you. This will pull your inside shoulder around and drag you back on your heels and your inside ski.

Practice pole action while running straight, concentrating first on wrist action only. Next add the up and down



The correct execution of the down-up-down movement is represented by the solid figures and the incorrect motions by the dotted figures. See text for details

motion, still without turning. Finally, as you regain form go back to making complete turns. You can further improve your timing by setting up a flush or an evenly spaced series of sticks and skiing through them.

- Check your edge control. Last winter I spent some time with Christian Pravda, the former Austrian Olympic star. During a discussion I asked him what he considered the most important factor in winning races. Timing? Guts? Conditioning? "No," he said, "edge control. The other things you must have, yes, but if you know how to control your edges under all conditions, you win."

Most skiers have only a hazy idea of what edge control really means. The clues to incorrect edging are awkward and jerky turns. Many skiers spend weeks perfecting timing, pole action and body movements only to ruin their entire performance by ramming their edges in on every turn. This is like rowing a boat with the anchor down. I've seen skiers wear themselves to a frazzle merely because their edges are at the same angle as the village snowplow.

To correct this find a short, steep slope and practice rolling your knees and ankles out from the hill, causing your skis to slide sideways. Then roll them into the hill to stop. Next try running across the slope in a traverse, releasing your edges and sideslipping while moving across the hill. Continue this until you get the feeling that you are "smearing" the snow under your skis rather than pushing it aside. The amount you edge or flatten your skis will depend on snow conditions, steepness of slope and speed, but after a

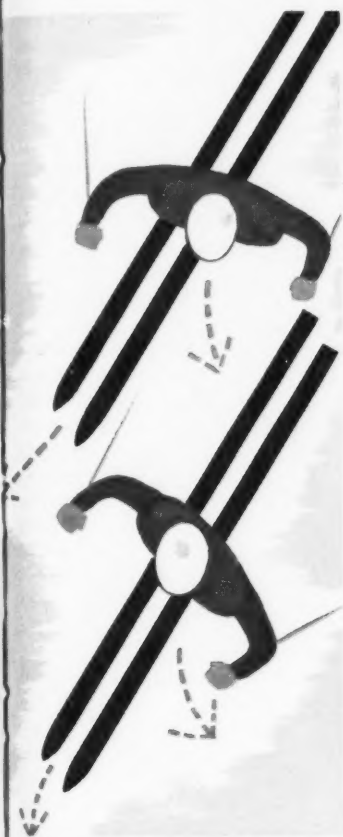
ally, little practice—and it is not a bad idea to start each skiing day this way—you'll learn to set your edges at the proper angle to cope with each situation and your turns will be smoother and more effortless.

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Tilting head or banking the turn (above) can result in skis going one way and skier in another. Bottom figure shows correct approach to turn

• Don't "bank" your turns. One of the biggest faults of the average skier is to lean in the direction of each turn before it is started. To clarify this statement, let's go through a short sequence in which the skier is going to turn left:

He lowers his body, places his pole and starts his "up" motion. But instead of moving up and forward over his skis, he begins leaping to the left as he rises. This results in the upper body leaning way off the skis before they have started turning. The skis go in one direction, the body in the other and you are in one of those jarring downhill falls.

To correct this don't start your turns by banking as you would in skating or cycling. While there is a certain amount of banking in a skiing turn, it is done

with the lower half of the body and only from the fall line through the latter half of the turn. When you make your "up" motion, make it right over your skis. When you feel the skis lighten, start the turn with your feet and legs, delaying your upper body slightly and allowing it to catch up as the turn progresses. Give your skis time to make a full arc or semi-circle. Don't rush them by leaning. Practice this at slow speeds without using poles. Having no "crutch" to lean on will soon correct any error.

- Keep your head over your skis at all times. Different styles of skiing may come and go, but this rule applies no matter what technique you use. The position of your head in skiing, as in golf, is of prime importance. As soon as you tilt your head, your shoulders follow and, consequently, your whole upper body. This causes a weightshift to the wrong ski. The position of your head, not your hips determine where your weight is. Keep your head in line with the outside ski on every turn.

- Shift your feet at the right time. Moving one foot ahead during a turn is something a good many skiers do at the wrong time or in the wrong way. I've seen skiers shifting both feet, one back, the other forward. Some don't shift at all. Others shove their inside foot eighteen inches in front of the other, giving them a semi-telemark appearance and putting them far back on their heels.

The time to advance your inside foot is just when you shift your weight to the outside ski. The foot should be moved ahead half the length of your boot. Fit the arch of your inside foot to the ball of the other foot, at the same time locking one knee behind the other. Locking the knees is excellent for long, sweeping arcs, but it takes too much time to be used effectively in a series of short, fast wiggles. Practice shifting your feet until it becomes a reflex which requires no conscious thought.

- Look down the hill. Years ago, when I started teaching, I was plagued with an annoying stem at the end of each turn. I brought this problem to Harvey Clifford, then my employer, who analyzed it and corrected it with just four words: "Look down the hill." This golden tip not only helps you to see where you're going, it will also correct a whole host of errors which can result in falls. It prevents you from over-rotating. It keeps you from leaning into the hill, and, consequently, from

unconsciously shifting your weight to the uphill ski and allowing the lower ski to stem. It sets you up for the next turn. And it stops you from turning your skis too far across the fall line.



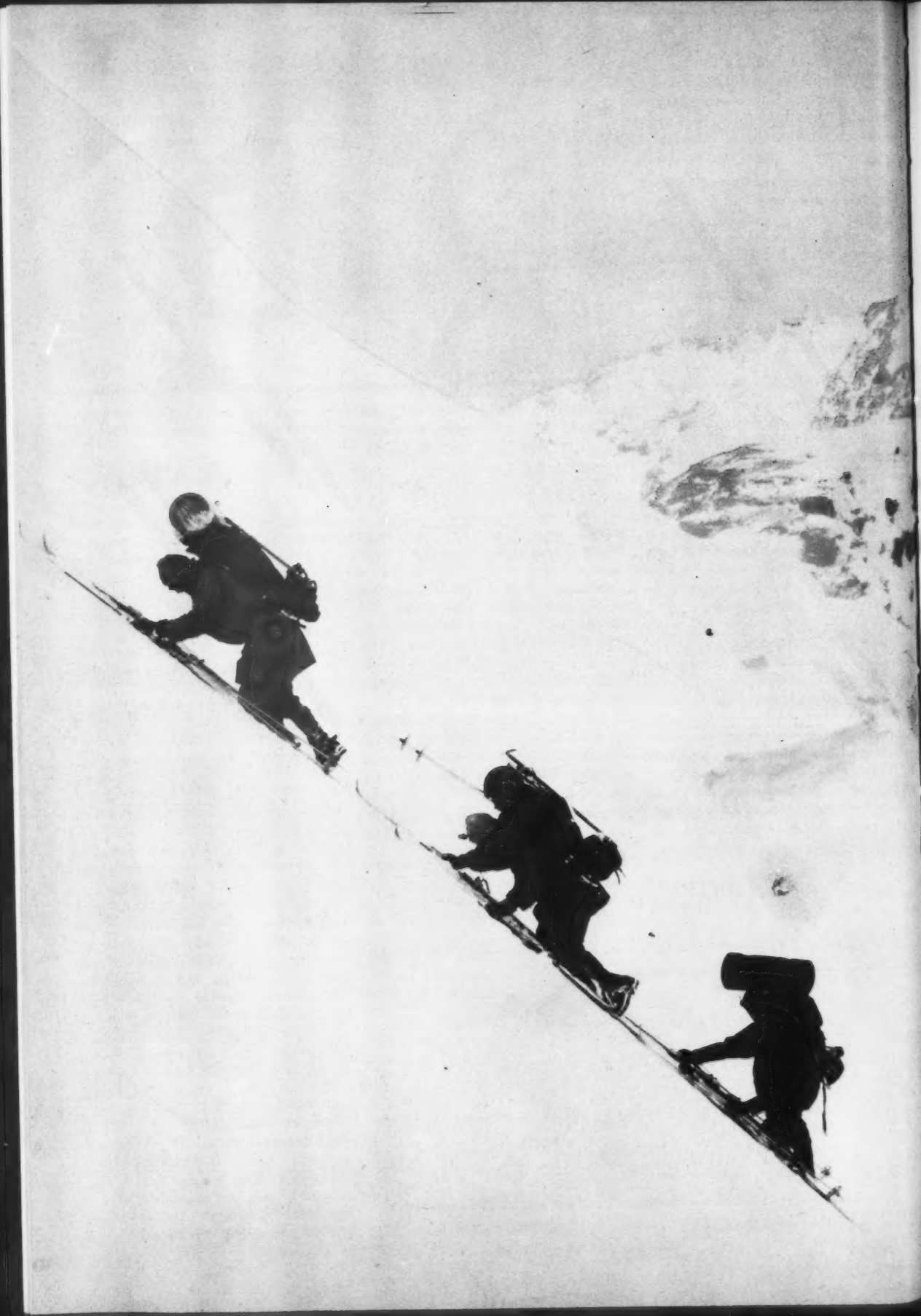
Looking down the hill (lower diagram) avoids many errors such as the stem at the end of a parallel turn (top)

- Build up rhythm. Lack of rhythm does not necessarily mean you will fall, but if you cultivate it it will help you avoid many of the pitfalls mentioned in the foregoing points. Turns done haphazardly on the hill may be fun, but they don't help in developing graceful, relaxed skiing. Make a series of turns, one right after the other, straight down the fall line. This continuity of motion will sharpen your timing and rhythm to the point where you seem to float through your turns. Then add a little variety by making one or two long round turns followed by half a dozen short radius wiggles.

These ten points won't stop you from falling completely—a great skier once said, "If you don't fall twice a day you're not learning anything"—but they will help you on those days when everything seems to go wrong. **END**

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The High Route to Adventure

**The story of six men and how they carved an indelible chapter in the history of
ski mountaineering among the icefields and glaciers of the Canadian Rockies**

by Hans Gmoser

Photos by Kurt Lukas and Philippe DeLesalle

Every time I look from the many mountain tops that I reach during the summer, I can see hundreds of fantastic ski runs and the desire to skim over those distant snowfields grows so strong within me it hurts.

Since the mountains are my profession, I suppose I should be more matter of fact about them. But the Canadian Rockies have a magnetic fascination, and as I look down from the peaks I get the feeling that a man should have wings to carry him where his dreams go. Since we are not angels, a pair of skis is a good substitute.

Of course, there is plenty of skiing at our modern ski resorts, but this is not what I have in mind. I want to travel fast and free over the untouched, snow-covered country, to follow the lure of the tempting peaks which pierce the horizon and to be alone for a few days or even a few hours in the clear, mysterious surroundings.

There are no restaurants, no shelters in this primitive country of huge glaciers and snowfields, only wonderful powder snow and long, long ski runs. It is a hard country, it can be cruel, but it is not impossible. I can vouch for that, for I found five others who shared my dream and made it a reality last spring.

April 2, 1960—Neil Brown, Kurt Lukas, Pierre Garneau, Pat Boswell, Philippe DeLesalle and I started
continued



The climb up to Freshfield Icefall (left) was "so steep it would make . . . Tuckerman's look like a nursery slope." The author (right) grimly tackles tough terrain with an ice axe



Gmoser's party struggles up steep Baker Col, bracing themselves against the stiff wind. Wapta Icefield is in the background.



The party had to ski down the steep chute in the foreground to get off the spectacular Niverville Col

High Adventure

from Lake Wapta in Yoho National Park. Our route lay generally north along the Great Divide, 130 miles to Jasper in the Jasper National Park. It was to lead us across eight major icefields, each from forty to one hundred square miles in area, with altitudes between 4,000 and 11,000 feet. Time for the trip was a hoped-for thirty days.

We lived in two small adjoining tents and ate mainly dehydrated food. One ten-pound box of food sustained six men daily. These were meager supplies and comfort as we attempted to prove the feasibility of such a route.

We started out in thick, wet snow. Friends were waving good-bye as we entered the woods with our heavy loads for the long trek ahead. Uninspiring weather greeted us, but we were glad to have left the last minute rush and confusion behind. The quiet of the winter forest was soothing and it felt good to sweat under the heavy loads.

After a few days, the sun came out. The dark sky framed one of the most magnificent array of mountains imaginable. We were high on the Wapta Icefield, on top of the world. Only the highest peaks were still above us as we made our Camp 4 that evening. Pat Boswell and

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I emptied our packs and continued to where a box of food had been airdropped for us prior to the start of our trip. There were seven such boxes along the way.

We climbed over a small rise and saw the two red flags, which marked our cache, sticking in the snow. So eager had we been to get to the cache that we had forgotten to bring shovels and ice axes. First we dug at the six feet of hard snow covering the box with our hands and feet, then with our skis and our boots until, finally, we were able to pull the hundred-pound box from the hole. We had plenty of food again as we coasted with our full packs down to the tent, made smaller on the lonely, huge snowfield.

The fifth day dawned clear and cold. We climbed to a high col east of Mt. Baker. Although there had been some short downhill runs, one to two miles long, this was our fifth day of uphill travel. However, once on Baker col there would be a six-mile run with a vertical drop of almost 6,000 feet.

Our progress to the col was slow. The heavy packs dug into our shoulders and made it difficult to lift our legs and push higher with every step. Excitement grew as we approached the skyline. Although you can almost imagine the impressive panorama that awaits you on the other side, it always takes your breath away when mountain range upon mountain range unfolds before you—hundreds of peaks, many of them old friends, many of them strange, new, mysterious, and tempting.

Below us stretched the Baker Glacier and further
continued page 67

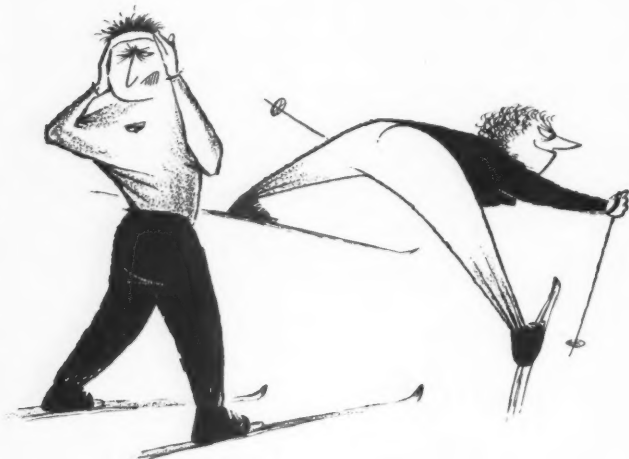


The tents were comfortable despite difficult conditions. With an additional roof there was space enough between them to do the cooking

The expedition prepares to get under way after a storm on Niles Glacier. The snowfall was so heavy it all but buried the tents and provided four hours work to dig them out



tribulations of a ski teacher



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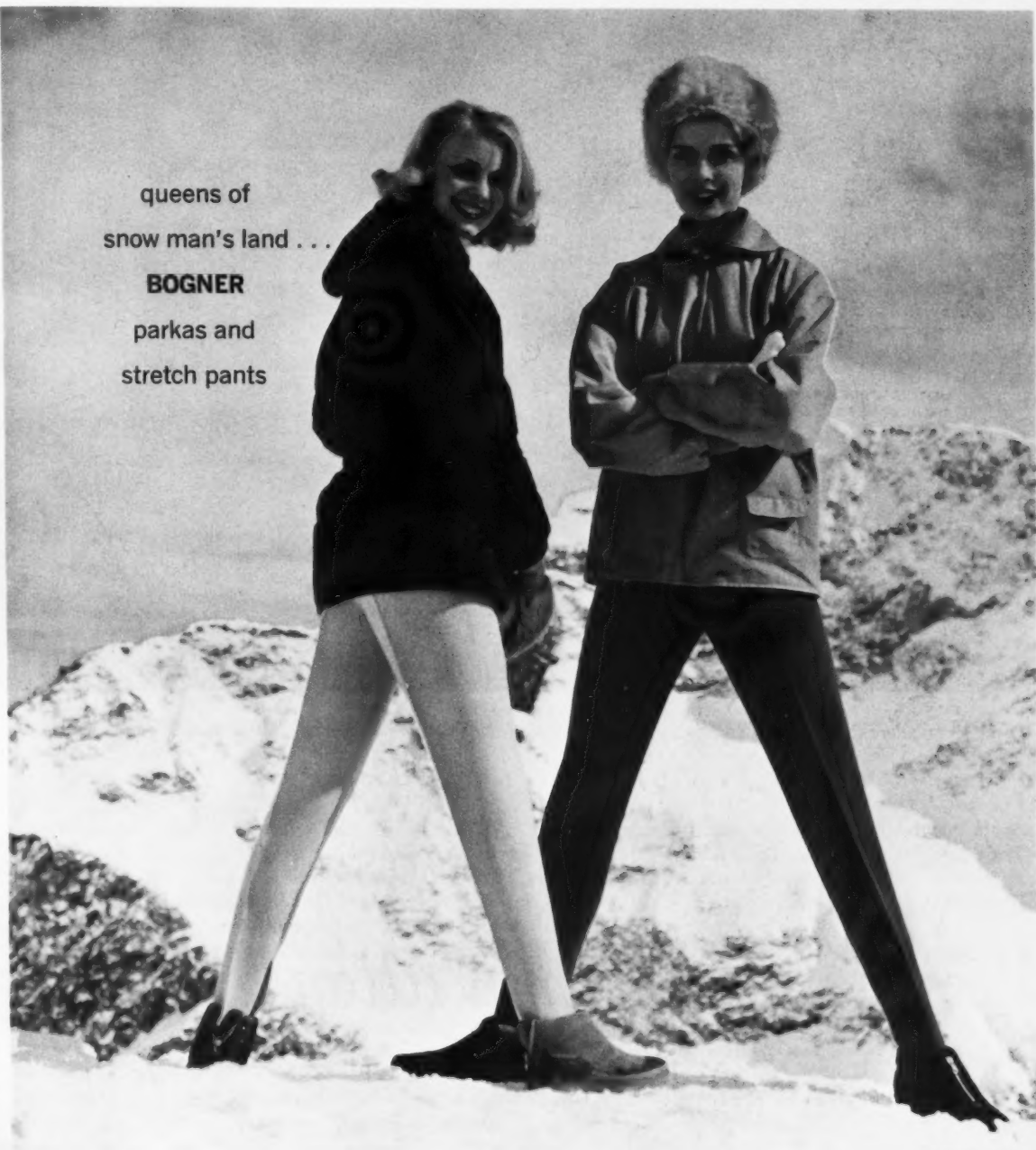
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It's the night before Christmas . . . and even at busy Sun Valley the bustle of vacationing skiers is muted by the occasion

Christmas at Sun Valley

by Dorice Taylor

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Sun Valley Photo

The Christmas vacation period at Sun Valley is what the Europeans would call "high season." Actually, designating these weeks as such is a little too formal for this picture book resort nestled in Idaho's Sawtooth range.

After catering to several generations of skiers for nearly twenty-five years, Sun Valley has been successful in instilling an informal, Christmas-like spirit into the proceedings which attract families from all over the United States, including some of the most famous names in show business and skiing.

Fathers have discovered that a Christmas ski vacation is an ideal way to avoid office parties, social entanglements and the creeping feeling that although Christmas comes but once a year, it is once too often.

Not that father really escapes his filial duties. His first day is spent outfitting his children, which may involve fitting boots on wiggly feet, picking skis of the right color and adjusting bindings. This is probably his darkest hour.

The Sun Valley ski shop is conveniently located between the drug store counter of tranquilizers and the bar in the Challenger Inn, but even so father feels his hair growing as gray as Santa's beard by the time Peter, Mary and little William Henry are booted, skied and clothed.

As he shepherds them outside to prevent further damage to his pocket book, Christmas carols are floating

continued

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Christmas

on the evening air. "All is calm, all is bright." The children's eyes are sparkling while father does his best to suppress a growl.

The next morning, the entire family goes to the ski school meeting place. As father leads the way and little William Henry points out the television celebrities each child is carrying his own equipment—or thinks he is.

So, back to the Inn goes father for Peter's gloves, Mary's sunglasses and little W. H.'s lift ticket. At this point he also discovers that none of the youngsters has brought Kleenex and that the only thing running on schedule's are the children's noses. Mary finds she has only one pole and has no idea where she dropped the other. Peter lapses into an absent-minded reverie and turns around with his skis on his shoulder, knocking down William Henry. When he swings back he swats the large lady tending to her daughter's binding.

To prevent further damage, father grabs Peter's skis and sticks them in the snow, but as he turns to apologize, the large lady's little daughter tries a kick turn which sends a tip briskly into his stomach.

As glares are exchanged the organist at the Opera House plays, "Peace on Earth, Good Will to all Men."

After getting William Henry out of a prone position and untangling the various items of equipment, father, intent on getting the children out of his hair, none too gently pushes them toward Skimeister Sigi Engl, who deftly puts both children and equipment in their proper place.

The organist plays "Glorious and Triumphant."

Now father is at last ready to take care of mother, who has been busy unpacking the mountains of Christmas presents and acting as though she will never get through. After exchanging sharp words they finally reach Dollar Mountain just as ski school is getting out for lunch.

Peter rushes up. "I can snowplow..." Well, that's one accomplishment. "This is my friend Jim. Mary and I

continued



Sun Valley Photos

The ritual of Christmas gift giving is unchanging. Under a tree in their Sun Valley Lodge suite, television star Lucille Ball and her two children, Desi and Lucile, exchange their presents

Ski photographer Warren Miller is a handy father to have around when it comes to fixing Christmas presents, especially when junior is waiting to take his girl friend to the slopes in style





Bob Cummings, another television personality who is a regular at Sun Valley around Christmas time, checks his son into ski school before starting on his own skiing



Part of the Christmas fun at Sun Valley comes when children dance with their parents. Mrs. Tom Harmon, wife of the sports commentator, dances with son Mark

The Ralph Edwards make Sun Valley their home during the holiday season. From left to right, Ralph, Laurie, Garie, Christine and Mrs. Edwards



Christmas

are going to eat lunch with him at the Cabin. They don't charge anything there. You just sign your father's name. See you later."

Little William Henry has got the word, too. Not only that, he's fallen for his teacher and he's also going to have lunch with her at the Cabin.

In the meantime, mother is seriously considering a lesson with that handsome young upstart with the foreign accent. Father sees his authority as the head of the household evaporating before his eyes.

He finally takes the initiative "What are we waiting for? Why don't we ski on Baldy?"

As they change to the Baldy bus at the Opera House, the organization plays "Tis the Season to be Jolly."

A Christmas vacation at Sun Valley has just begun.

END

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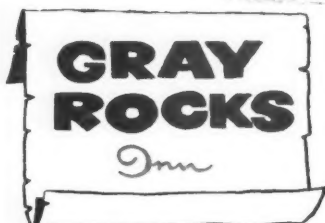
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SECRETS OF EFFORTLESS SKIING

part three: complete every turn

by CLEMENS 'MIKI' HUTTER
Bud Phillips Ski School, Mad River Glen, Vt.

The need for changing direction in order to avoid obstacles is obvious to everyone. Most skiers also know that turning is vital in controlling speed. It is about the details of this latter function of turning that many, including advanced skiers, grow hazy.

There are many ways of slowing down, but our specific goal here is to minimize effort whenever possible. Therefore, the easiest, most effortless and, incidentally, the best looking way of controlling speed is to turn.

This requires that every turn must be completed.

This again may seem obvious, but it is surprising how many skiers unconsciously and unintentionally initiate the next turn before completing the one they are in, which, if it doesn't result in a fall, cancels much of the speed controlling function of turning.

The problem of carefully controlling speed is important to every skier, but particularly to the skier who has just reached the stem christie stage. At this level a skier's confidence cannot be as great as that of the parallel skier, who has a considerable amount of experience.

Improper weightshift is usually the major source of trouble when there is no progress in making stem christies (see November issue). However, with proper weightshift it is very easy to start a stem christie and get half way through the turn, at which point the stemming ski is put parallel to the weighted ski.

The part of the stem christie which is executed with the skis parallel is called the "steering phase." This part

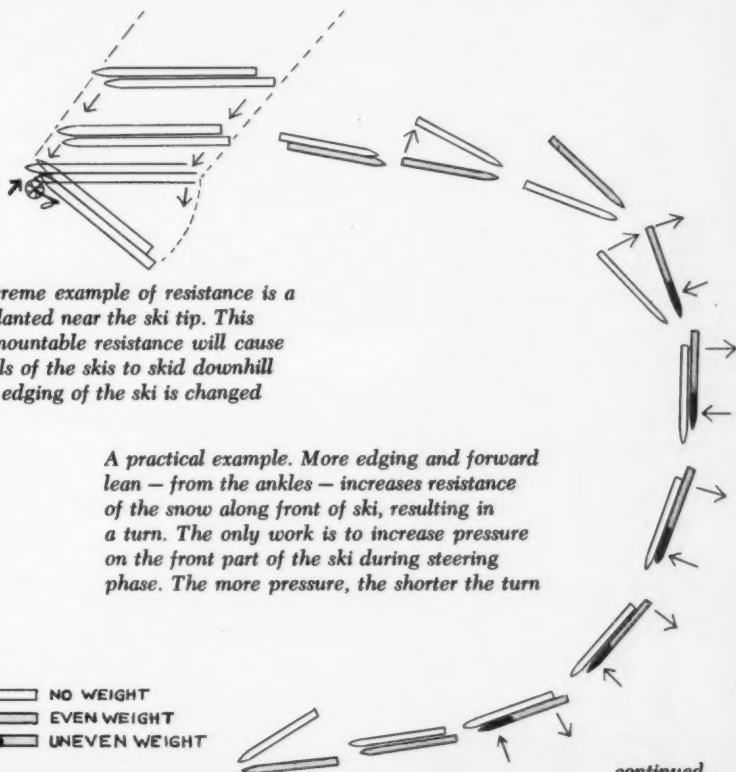
of the turn has an important bearing on the length and control of the turn.

The aim of the stem christie skier should be to come into an almost horizontal traverse before going into the next turn. This will slow him down considerably. The laws of physics provide all the power to achieve this goal without any "work" at all.

Most skiers are familiar with the fact that while in a forward side-slip, increased edging will slow the skis down. But, while they are familiar with the effects, few really appreciate the added fact that uneven

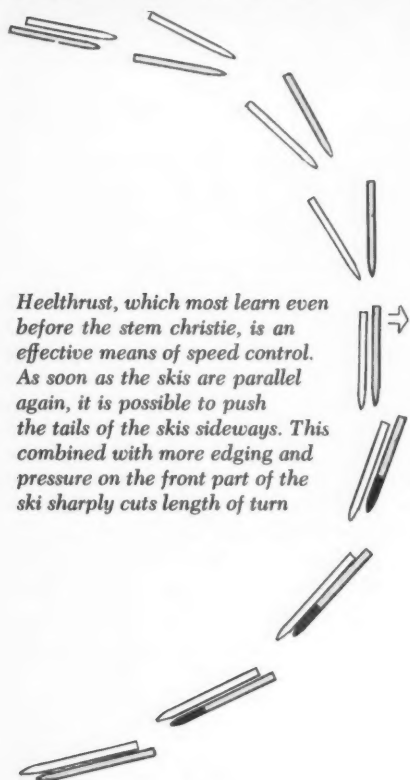
distribution of weight on the ski instantly changes the resistance of the snow along the entire edge. It is important to recognize that this uneven distribution does not have to be extreme in order to affect the behaviour of the ski. It can be quite subtle. And since "effortless" is our motto, we should keep this point well in mind.

Considering all these important fundamentals, let's look at the "steering phase" of the stem christie in more detail and see what happens and what is required:

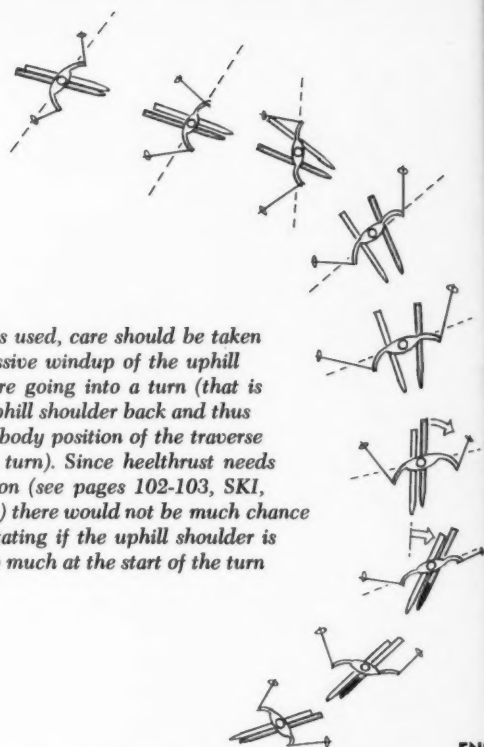


continued

Secrets of Effortless Skiing



Heelthrust, which most learn even before the stem christie, is an effective means of speed control. As soon as the skis are parallel again, it is possible to push the tails of the skis sideways. This combined with more edging and pressure on the front part of the ski sharply cuts length of turn



If heelthrust is used, care should be taken to avoid excessive windup of the uphill shoulder before going into a turn (that is turning the uphill shoulder back and thus assuming the body position of the traverse following the turn). Since heelthrust needs counter-rotation (see pages 102-103, SKI, October 1960) there would not be much chance of counter-rotating if the uphill shoulder is wound up too much at the start of the turn

END



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T. LEE McCRACKEN and the *Skiing Cowboys of Big Hole Basin*

by ROBB BRADY

High on the forested rim of Southwest Montana's vast cattle empires, the cowboys spur their skis down the picturesque slopes of Rainy Mountain.

How this pine-maned stallion of a mountain was broke to skiing is skidom's tallest story—taller by a ten gallon hat than the Texas kind because a cowpoke lives on his word in the grass country of Montana.

And before the rest of you straight-legged skiers start reaching for a taller one, here's the inside straight a handful of Montanans drew to—and filled:

They cleared the slopes, equipped and installed a 3,000-foot chair lift—all for \$25,000.

That's a pommel-grabbin' challenge even in the Big Hole Basin where thinkin' big was born. The chair lift is unquestionably the only one in this nation, if not the world, built for so little. Counting women, children and coyotes, there's not more than 150 skiers in that

sweeping tumult of mountain, forest and grass served by this monument to the ski-fevered of Dillon, Montana.

It's a story of a man and a ski club, who together have provided one of the most amazingly resourceful precedents of the sport.

The man is sixty-seven-year-old T. Lee McCracken, former vice president of the National Ski Association, and 1958 winner of that association's revered Blegen award, given to a sterling few for unusual contribution to the sport. And since the Blegen award in 1958, the Dillon, Mont., clothing merchant and outdoorsman has distinguished himself above and beyond. Because it was in 1959 that Dillon's chair lift first brought skiing ease and renown to Rainy Mountain—the highest of McCracken's personal ski summits.

T. Lee, a jut-jawed pulse of verve who still packs a hill like he was stamping out ants and tirelessly skis a pol-

ished Arlberg, gave characteristic thrust to "operation get along." That's what the Montanans called their chair lift project. A skier since 1938, McCracken has had an interest in skiing since the days of the old Anaconda, Mont., ski club which established the first major ski jumping center in Montana back in 1934. And in those days skiing was considered an odd fad on the same order as goldfish swallowing.

Skiing became a mission with McCracken ever since a duck hunting friend sold him a pair of homemade skis in the late thirties. They were twin wands that unlatched winter's mountain glories for this vibrant outdoorsman. They also introduced him to twenty years of sapping work for the sport—and work, at a lung-draining canter, is McCracken's grist.

His never failing zest and the mes-

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S-12

Skiing Cowboys

sianic fervor with which he espoused his new love soon found the ski masters of that early day tapping him as an aide in staging the first jumping meets in Montana. In the years that followed he judged jumping meets over the northwest. The old Anaconda, Mont., jumping meets of the middle and late thirties attracted some of the titans of the day—Sverre and Alf Engen, Sverre Fredheim and Caspar Oimeon. Oimeon, employed by the Anaconda Copper Mining Co., sparked those early meets and helped stage them. They were more curiosity than sport to the Montanans who came to see them.

The first jumping "show" of the old Anaconda Ski Club was held on a barren hill back of the courthouse. Not a tree on it. There was no snow either. It was hauled in and packed on the run. The temperature was thirty below and spectators made fires along the mountain to keep warm. The average jumps were some 200 feet. It was an exciting spectacle but after the first few events the Anaconda club was \$8,500 in the hole. The club bravely continued to hold them, however, until it finally broke even... and then disbanded the event. But in the doing, McCracken had learned a great deal about jumping which he was to impart to youngsters later. On one of the ski hills he was to found later forty miles northwest of Dillon, the energetic McCracken and his

continued

T. Lee McCracken gives a Dillon girl an assist in getting on the chairlift



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Skiing Cowboys

cohorts engineered three state championship meets. He and his son, Dick, an expert's expert, and Rancher Clay Smith, another finished skier and president of the Dillon Ski Club, have provided one of the few high school ski teams which can not only handle the slalom and downhill with ease, but outdistance the best jumping.

McCracken's early ski days were sweaty ones. The sport led him to buy Elkhorn Hot Springs, a lodge, swimming pool and cluster of cabins in the Rainy Mountain area forty miles northwest of Dillon. It had a small rope tow hill but was so remote for winter that more deer than skiers capered around it. The McCracken family—including Mrs. McCracken and two sons—exhausted themselves preparing the hill and cabins for the few sporting families who risked the snow blown road to spend a spartan weekend. The McCrackens fired the cabins, cooked the meals, packed the hill, made the beds, managed to keep smiling at everyone . . . and then straggled home on a Sunday night prostrate with fatigue.

The pace couldn't have lasted and didn't. The McCrackens sold the resort and bought a cabin at the foot of Rainy Mountain. They installed a ski hill behind the cabin, of course—and started a new merry-go-round.

It was about this time that a few of the cowboys of Big Hole Basin and Grasshopper Valley nearby began leaving their pot-bellied stoves to take a shy gander at those "crazy board-shod skiers" sliding down the mountain. There wasn't much to do in the winter except pile out some hay for the cattle, play poker, mope around the barn—and get cabin fever. Despite their high suspicion of such winter hijinks and despite the lusty pool hall jokes that rode herd on that queer brand of "snow mavericks," a few decided to make a "spree" out on the ski hill one day. A cowboy is a daring sort, and will try anything once. He loves fun, and quickly found that's what skiing is all about.

They found, too, that their bow legs had plenty of camber, and, what's more, you could train those boards with a little stirrup pressure, "just like ridin' a hoss." Some of their friends still look at them incredulously, like someone had dropped an anvil on their head, but even some of these head-shakers have taken up the sport.

And these are genuine cowboys. The Big Hole Basin and Grasshopper Valley are caught in a mountain fastness that preserves the authenticity of these true cattlemen. Only a dirt road winds through the area and the asphalt world outside is only for spree-taking and cattle selling. The cowpokes here are no tourist trail guides but unspoiled grass-



Dick McCracken inherited his father's enthusiasm for all phases of skiing

men proud that their cattle are second to none.

Such a cowboy won't let any cayuse, like skiing, hang around too long without trying to tame it . . . and so some of them did.

And when they did T. Lee McCracken was there to help them.

Winter was a long, boring insulation against activity in the thirties and a cow town like Dillon ossified in the snow. But not for T. Lee. In 1938 he

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A vigorous 67, McCracken Sr. still skis a vigorous and tireless Arlberg

was among the organizers of the Dillon Ski Club. It was this which led T. Lee to his adventure with the rope tow at Elkhorn Hot Springs.

Later, when this hill proved too small, McCracken, who gives the impression that success in any formula is in exact ratio to determination applied, established a new tow behind a cabin he had built just down from Rainy Mountain. The hill proved "one-sided" however. In 1956, a new rope tow at the foot of

Rainy Mountain itself was installed. It was serviceable and brought new skiing fun to the hard core of Dillon skiers. It was the longest one yet, 3,800 feet.

And then in 1958, McCracken and the other stalwarts in the Dillon Ski Club stepped back and looked wistfully up the mountain that rose shining and majestic in the sun high above them—the first summit of Rainy Mountain.

One earnest look and the inoculation took. A few days later, riding to McCall, Idaho, to judge the FIS trials for the nordic jumping team, T. Lee, his son Dick, and Clay Smith, president of the ski club, began building the preposterous dream. They knew the anatomy of their mountain down to the slightest fold. Experienced skimen, they also knew the impossible hill they had to climb. But with each mile they rode, the impossible became the improbable. And that's all the margin they needed.

In the next few weeks, they branded all they met with their enthusiasm and the dream began to take form. A rancher lent them a big tractor for clearing. Someone knew of a fairly new cable at an abandoned mine nearby. The report came in that the twenty-year-old chairs of the Anaconda Ski Club could be bought for exactly \$40.93. U.S. Forest Service rangers and Beaverhead County officials promised road building and clearing help. Dave Hagenbarth, a

prominent rancher with two skiing sons, stepped up with a welcome check.

During 1958 the thirty-five-member Dillon Ski Club buttonholed merchants on the street, ranchers on the range, and smoke-rollin' hay hands for contributions. Those that couldn't give money gave their time and muscles. This, with the aid of rummage sales and an annual benefit play by the ski club, finally realized \$3,500. A total of \$12,000 was borrowed from a Dillon bank which had discerned a shadow of method in the ski club madness—and the project was waxed for the first assault on the mountain.

Financial reality intruded on our ski mystics early in 1959. T. Lee himself took a second mortgage for \$9,500 and this oxygen was good for a final spurt up the hill.

Many hands have propelled the chair lift to accomplishment—cowboys, bankers, merchants, housewives, clerks and students. The ski lift's masonry is leavened generously with free labor, donated equipment and an amazing scurrying over southwest Montana by a new breed of two-legged "pack rats" who apparently could have collected enough to put an Eiffel Tower together with just a little more time.

It all adds up to \$25,000. Some of the major costs of this unbelievable project itemize like this: twenty chairs, *continued*

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St. Christoph am Arlberg 5,904 ft.

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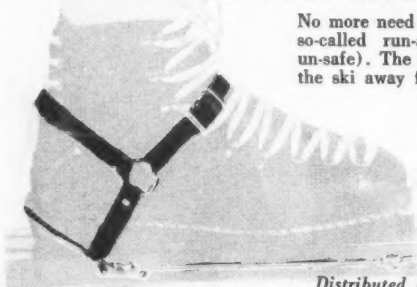
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pulleys and tower wheels, \$279.63; new counterweight cable, \$920; 22 chair dollies, \$1,672; labor for construction of towers, \$2,500; labor contract for stretching cable, building terminals and placing chairs, \$4,000. The poles and most of the lumber for the towers, patterned after the Jackson, Wyo., towers, were donated. A new sixty-horsepower tractor motor powers the lift with ease.

One hundred skiers on a Sunday is a big day at the folksy hill where the hut at the bottom serves hugely delicious homemade pies and cakes. The ski club operates a four-month ski school—a wonderful delinquency antidote for the kids of the area. Reflecting the caliber of the instruction, the ski school of seventy-five last year sent two boys to the Junior Nationals at Aspen, Colo. The lift operates on weekends and Tuesday nights, with a string of lights up part of the mountain. The night school is provided especially for students of Western Montana College of Education at Dillon (enrollment 450).

There are minor bugs here and there —like more clearing needed on one of the trails and an easier let-off arrangement at the top—but the dream is solidly anchored now. Each year a perfection program is outlined.

T. Lee McCracken, Dick McCracken and Clay Smith aren't giving out any recipes for a \$25,000 chair lift, however. Not because they wouldn't like to oblige. It's just that it all happened so fast and there was so much to do they can't remember it all. But there it is, sending skiers gleefully up beautiful Rainy Mountain, a sky hook only the stout and big-hearted of a hardy few of Dillon, Mont., could have fashioned.

And if you're out Dillon way, you might pause to see the fine variety at Mrs. T. Lee McCracken's rummage sale. Why? You see, they're adding twenty-two more chairs this winter. **END**



A Mogul Is ...A Mogul?

By Arleen Ruggeri

Language betrays. Take the word "mogul." I thought it meant "big shot."

After several seasons off the slopes I was skiing at Aspen where Olympic contestants and other experts crowded the runs. A solid spill, caused by sheer fright when a speedster schussed past, forced me to rest. Another exhausted skier joined me.

"You should ski the Highlands," my new acquaintance sympathized. "There are absolutely no moguls."

"Sounds good," I sighed. "There are too many moguls on Little Nell to suit me."

"Try the other hill," she continued. "Moguls bother me, too, but you'll like it over there."

"They frighten me half to death," said I. "Whenever I see them I stop until they have whizzed by."

She looked as though she had swallowed an ice cube. "There are a lot of moguls here. Just looking at a hill covered with moguls deteriorates my skiing."

"I'm too embarrassed to try when there are so many around," I said, "so I simply wait until they get off the hill."

Her eyes opened wide. I was flattered at her interest.

"Yesterday, a couple of them zoomed down upon me. I was so afraid that I stopped to let them pass. You know, they used me as a pivot to see how sharp they could turn. What show-offs!"

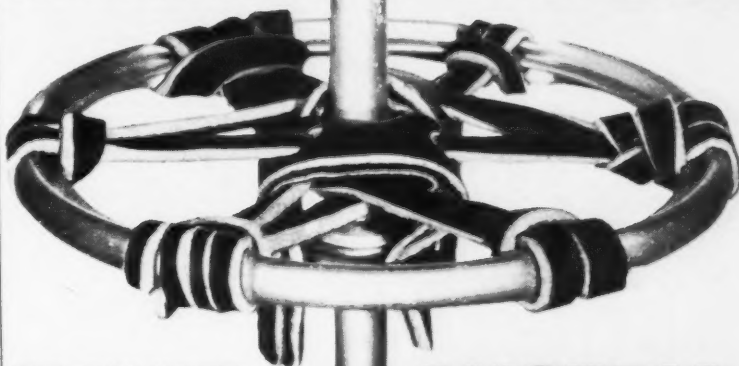
Now her eyes were saucers. She was shocked at what the gay blades of the hill will do just to prove their prowess.

"I wish they'd all move to Squaw Valley, but if I ski the Highlands tomorrow the moguls will probably move over there."

Suddenly, the woman arose, muttered something about the altitude affecting her hearing and headed for the lodge.

Several weeks later, while reading a ski magazine, I was crushed to discover that a "mogul" is a troublesome hump of ice. Now, I wonder, are boards still skis? I suppose the only way to learn is to attend ski school and enroll in a language class.

END



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THE GOLD MEDAL WINNERS

Yvonne Ruegg

FIRST, WOMEN'S GIANT SLALOM, OLYMPIC WINTER GAMES 1960

by Fritz Dürst

Yvonne Ruegg's victory in the Olympic giant slalom at Squaw Valley was about as much a surprise as any victory can be in the unpredictable women's competition. She was the "sleeper" in a bevy of rising young stars and certainly the least heralded member of the Swiss women's team.

Actually, her opponents on that day had nothing to be complacent about. For the 1958-59 season, her first in major international competition, she had earned fourth place in the FIS giant slalom ratings on the basis of a victory at Arosa, seconds at Holmenkollen and Zürs and "top ten" finishes in four other races. What may have thrown the experts off the track was her downhill victory in the Swiss championships in 1959. It gave Yvonne a reputation as a downhill specialist. When she finished ninth in this event at the Olympics, her chances in the giant slalom were seriously discounted.

In retrospect it is hard to blame the experts for overlooking Yvonne. Perhaps

Yvonne Ruegg here is in the home stretch of her winning Olympic giant slalom run at Squaw Valley. Anything goes stylistically for the Swiss secretary.

Kim Massie photo



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more surprised than they was Yvonne herself.

"It was in the hope of getting a good place—but never a gold medal—in the giant slalom that I started off for Squaw Valley," she said. "What little hope I had disappeared when I heard that it was doubtful that I would be considered for the giant slalom, but only for the downhill. Fate willed it otherwise. I, who was always falling, was the only Swiss girl who didn't fall in the downhill. So they almost had to give me a place on the giant slalom squad."

Yvonne was not deliberately understating her case when she made that statement. Despite her success of the previous year, places on the Swiss Olympic team were awarded on the basis of a series of elimination trials and the races at Grindelwald and Kitzbühel early in the 1959-60 season. Despite a summer of training and attendance at training camps, she was off form early that year.

"All in all, I skied somewhat worse than in the previous year," she explained, "and it was only when I took third place in the giant slalom at Grindelwald that I regained my confidence."

The fact that she took third place at Grindelwald should have been a hint, but it failed to register. Yvonne is not a picture book stylist and it is easy to underestimate her capabilities.

As the final result showed this can be dangerous. Not only is Yvonne an aggressive racer, there is also a racing tradition in her family which should not be overlooked. Her aunt, Annie Ruegg, was unofficial FIS women's world champion in 1934 and 1935 and shared many racing honors with Germany's immortal Christl Cranz on Europe's pre-World War II racing circuit. Furthermore, Yvonne made the Swiss "A" team with surprising ease after "taking part in some races" in 1957-58. This rather casual approach paid dividends as the time for the giant slalom drew near.

Having come this far, she also had a considerable measure of luck.

"I had great luck to get number 3 in the draw," she said. "To draw any number from one to five was an advantage on that course." If her judgment is correct it may be the most likely explanation for her defeat of Penny Pitou, who ran second, only one tenth of a second behind Yvonne, after starting in eleventh place.

Of all the potential winners who climbed to the starting gate, probably none was under as little pressure to win

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as the then nineteen-year-old Swiss secretary. Having made the team and then the giant slalom squad "by the skin of my teeth," not much was expected from her.

"Not one of the (Swiss) officials anticipated a 'bomb' result from me. But as I got ready to start I thought all the time 'Now pull yourself together for two minutes and concentrate on the course and the gates. And then if you don't fall, you may be among the first five.' With plenty of confidence and without being nervous, I went to the start.

"On the way down I felt quite sure and in form. I cut through the gates as sharp and as close as possible and passed the finish line without any incident of any kind."

The Squaw Valley course was in many respects ideal for Yvonne. Although heavily studded with gates—unusually tight for a giant slalom—it was steep and offered a couple of treacherous turns, which proved to be the undoing of several competitors, including Erika Netzer and Traudl Hecher, who covered the first two thirds of the course in nearly a second faster than Yvonne.

Before she could be sure of her gold

medal, Yvonne had to watch virtually all the world's top women racers take aim at her time. Fortunately for her, the best of them had drawn starting number from ten to twenty and were unable to surpass her time, or in trying, fell. Probably her most anxious moments of the race were spent at the finish line.

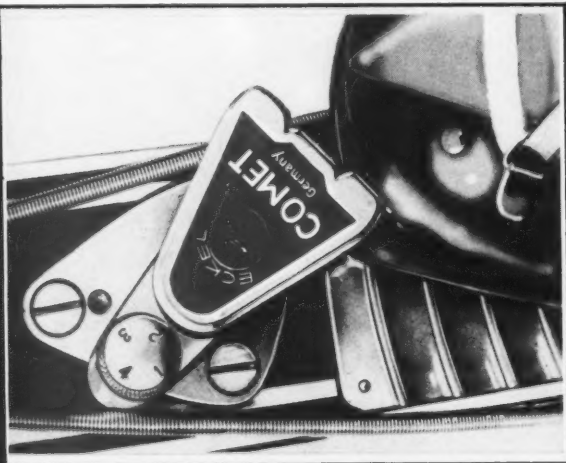


don

Unlike many Olympic medalists, she plans to remain an amateur and will probably see another Olympics before retiring from the racing scene. With many of her rivals out of the picture, her name should be at the top of the race standings even more frequently during the coming seasons.

END

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Europeans Close In on Ralph Miller's World Speed Mark

Top ranking racers are still assaulting the unofficial speed record of 175 kilometers an hour set in Chile by American Ralph Miller in 1955. The latest attempts were made at Cervinia, Italy, last August by some of the world's best skiers, but the previous record made by former world and Olympic champion Zeno Colo and considered as official was broken by Luigi Di Marco, a virtually unknown twenty-five-year-old Italian customs guard.

Di Marco's top speed on the third day of the trials was 163.265 kph. Colo's record was 159.291. None of these records has been recognized by the FIS which, however, voted this year to send observers to future speed trials and give them official sanction. FIS delegates were to have observed speed trials at Courmayeur this year, but bad weather canceled the trials there.

Colo's record was actually broken nine times—twice on the second day and seven times on the third day. Swiss Willi Forrer and Italian Eduardo Agreiter broke the record the second day. On the final day Di Marco led the field, followed by Ludwig Leitner, Forrer, Albert Schlunegger, Guiseppe Di Nicolo, Agreiter and Gilde Siorpaes.

Three Olympic gold medal winners tried their luck but finished out of the running. They were Frenchman Jean Vuarnet, who won the Olympic downhill; Austrian Ernst Hinterseer, gold medal slalomist; and Swiss Roger Staub, first in the Olympic giant slalom. Karl Schranz, another Austrian Olympic competitor, entered the contest under the name of Hans Berger.

Kastle wood downhill skis were used by Di Marco, Forrer and Agreiter. Leitner, who came in second on the third day, used Sohler skis.

The trials were held on the Breithorn at Cervinia over a course 400 meters long with a 100-meter trap for the official electric timing. The 100-meter trap had a vertical descent of sixty-two meters.

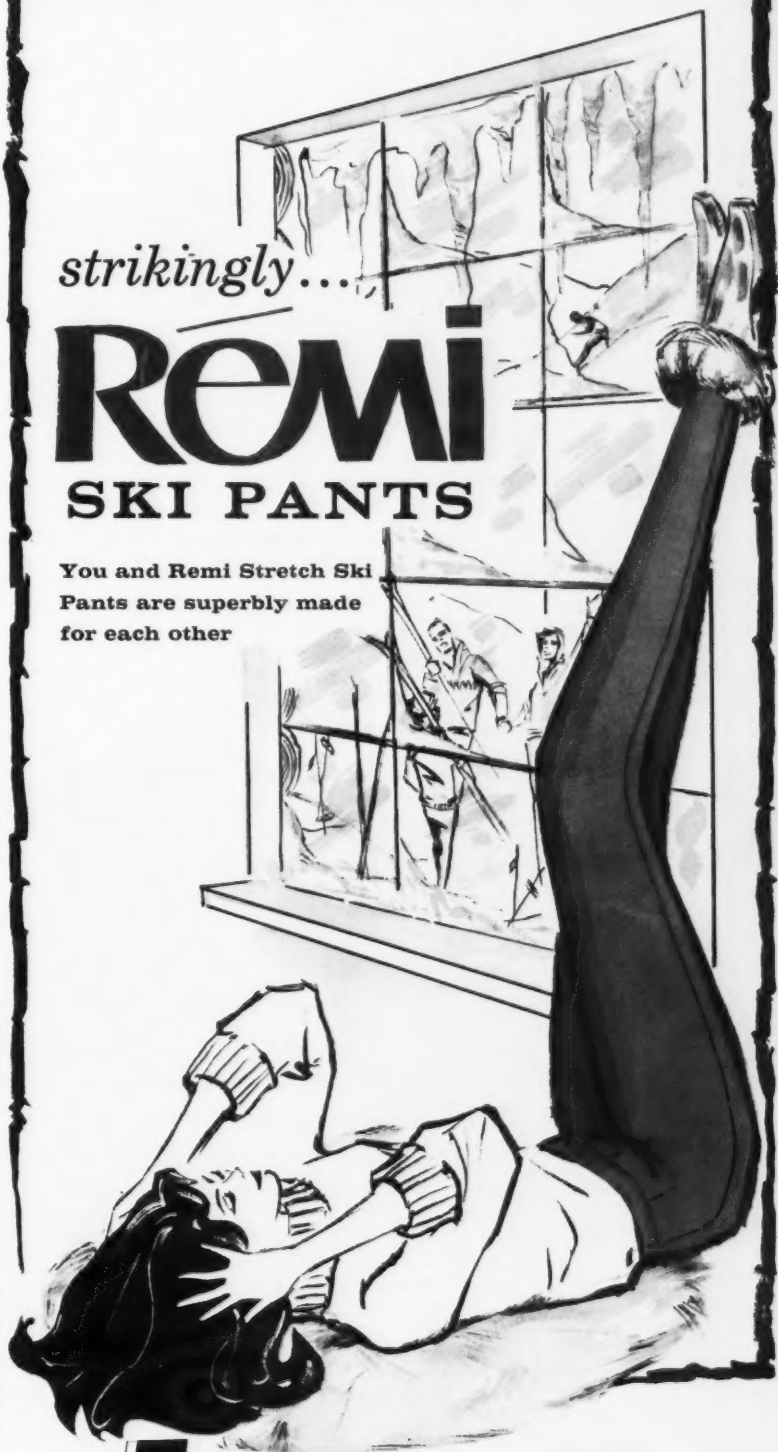
Colo's time has been taken as the world record, but Miller's was unofficial and timed by hand stopwatch over a

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Speed Record

fifty-meter distance by Emile Allais.

Some controversy developed when not all the European ski associations gave permission for their racers to enter the trials. Some of the participants did so in spite of the rulings of the associations.

When the third day of trials opened favorable conditions presented an ideal opportunity for someone to surpass the record by even more than the previous day's margin. Forrer predicted that anyone running in the right position would surely set a faster record.

This was exactly what happened. Although very high speeds were attained, stringent safety precautions prevented serious injuries in the two falls that did occur. There was one woman entrant, Edith Vuarnet, the French racer, who finished in last place.

Following are the three best times at Cervinia on each of the three days:

FIRST DAY

Name	Skis Used	Time
Di Marco	Kastle	155.844
Forrer	Kastle	155.844
Leitner	Sohler	155.844
Agreiter	Kastle	155.172
Paluselli		155.172
Denicolo		151.198

SECOND DAY

Forrer	Kastle	159.645
Agreiter	Kastle	159.433
"Berger"	Kneissl	156.453

THIRD DAY

Di Marco	Kastle	163.265
Leitner	Sohler	162.528
Forrer	Kastle	162.162



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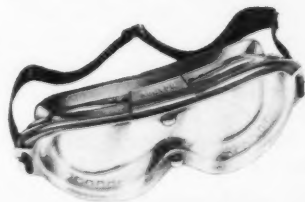


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continued from page 41

down the green forest along Wildcat Creek. It was a swift ride across snow so good that even without heavy loads we were able to make nice linked turns and long schusses over the three miles of glacier. Then we were among the trees. A wonderful feeling it was to be back in a living world after five days on the glaciers.

The valley was lovely and we could have stayed there several weeks trying all the many runs which lead to the surrounding peaks. We pushed on, however, skiing through the open timber and over the snow-covered creek bed until we came to an open place where the clear water tumbled over the smooth, polished boulders. Hot and tired, we soon had a small fire burning as we took off our shirts and relaxed.

While we were at Camp 7 storms returned, bringing thick fog, strong winds and bitter cold. Even the terrain had become more difficult. We knew we had a tough day ahead of us. A steep, icy slope dropped 1,700 feet into the midst of the Cairns Icefall. It was so sheer that we feared our skis wouldn't track, but our terrific Head Vectors did. What a blessing it is to have excellent equipment. One cautious traverse, then a quick stem-christie, and away we went. Soon we were in the middle of the icefall.

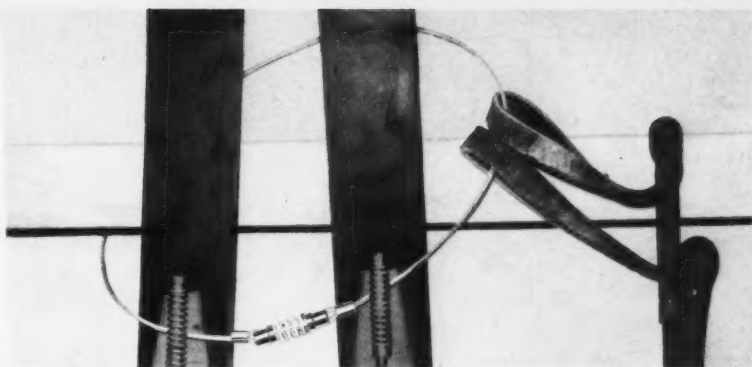
Now we had to find a way to the top of it. Back and forth we switched through crevasses and seracs, across some narrow ridges. Then a large ice wall confronted us. Snow started to fall and a strong wind drove it like needles

continued



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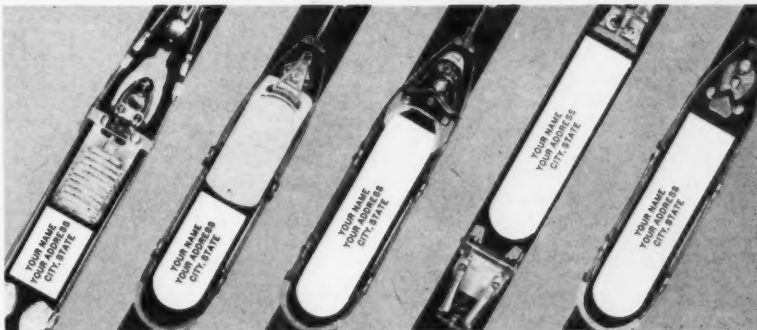
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into our faces. Either a vertical cliff or a gaping crevasse blocked our efforts to get out. Finally we dropped down into a crevasse, went along it on a snow-bridge, removed our skis and climbed up sixty feet and we were atop the Cairns Icefall.

This was one of the major problems of our trip. Happily we charged across the upper part of the glacier and climbed to a col, but when we reached the top we were puzzled. It was the wrong col. In the fog we apparently had gone too far to the left. There was nothing to do but to descend 500 feet, travel another half mile and then climb up a slope so steep it would make the headwall of Tuckerman's look like a nursery slope. We had to make the trip twice, first with our skis, then with our packs. We had to cut steps for this. To say the least, we were exhausted, but our enthusiasm returned when we reached the other side and the Freshfield Icefall stretched out six miles before us. In less than an hour we had coasted across it, pitched Camp 8, and fallen wearily into our sleeping bags.

Many miles extended behind us, including a fantastic run from Niverville col, the best we had on the entire trip, and a climb through an icy chimney where we had to kick steps to make our way over a large cornice. At one point,

SKI, DECEMBER, 1960

a portion broke off, carrying Kurt Lukas down sixty feet with it. Miraculously unhurt, he was annoyed at having to climb up again.

The scenery always was beyond description, the snow conditions couldn't have been better and, on the whole, the weather had been very good to us. We were happy, though tired, every evening, and very optimistic about the outcome of our trip.

... Another icy blast shook the little tent and I felt like disappearing into my sleeping bag. We had been trapped for three days by snow which surrounded us and kept coming down harder all the time. Apart from being a little cold and sore from lying down all the time, we were hungry. Our food was running very short, a fact even more maddening since I knew we had made Camp 10 only one mile from our next cache.

Kurt and I became desperate. Packing our things and dressing warmly, we crawled from our tents. We set our compasses and headed into the storm to try to find two red flags in a thick, white world. We hadn't gone fifty paces when our bright yellow tents disappeared. All we could see were the two black skis pushing through the snow before us. After fifteen minutes we became frightened and thought we should return to our tents rather than search for the cache. We switched our compasses 180 degrees and in a few minutes our tents loomed from the snow. We were very happy to be with our friends again.

The next day it cleared abruptly and we once more went for our cache but found it completely covered by the storm. Fortunately, our friends, Eddie Amann and Jim Davies, flew over us and saw our signals. They took off for

continued



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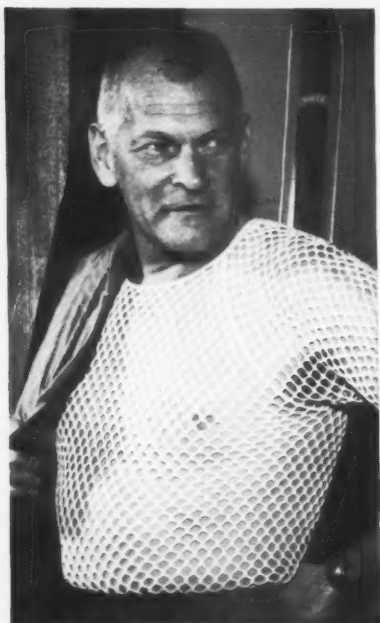


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70



Storms trapped the group for more than three days then the weather cleared and bush pilots dropped food and supplies (above). Not all was uphill work. The trip offered downhill runs of several miles (below) for the rugged adventurers



SKI, DECEMBER, 1960

High Adventure

Banff and returned later with supplies. They dropped one box with "This is all the food, we hope it is enough, Happy Easter!" written on it. In it were six chocolate Easter bunnies which we gulped so fast we almost choked on them. In a few minutes, the plane returned and this time dropped a sack with steaks, pork chops and food more filling than the bunnies. We were very grateful to our friends who kept watch over us on the trek.

We crossed the Lyell Icefield and camped beneath the Lyell Peaks at 10,500 feet. The cold and clouds closed around us once again. Desperate and determined to reach the valley the next day, we set out in the fog to the highest point on our route, the 11,000-foot col between two of the Lyell Peaks.

Here we faced one of the worst portions of the trip, the descent down the East Alexandria Glacier. At its best, the glacier is an icefall with a vertical drop of 6,000 feet. At one point, as though warned by an inner voice, we stopped only six feet short of a 2,000-foot drop which was hidden from us by the fog. Cropping our way down a steep ridge which dropped off suddenly on both sides was just part of the game, but when a huge avalanche thundered down, stopping short of us only because previous slides had cut up the ter-

continued

ared and

The Food was a major problem on the trip. Here Hans Gmoser carefully nurses the breakfast during a food-short day



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High Adventure

rain, we all became rather uneasy.

The final blow came when I found myself one hundred feet down in a crevasse, standing on my head and with my pack driven so hard into the snow-bridge that I was unable to free myself without the help of my friends. Life felt pretty wonderful when we dumped our packs in the valley and pitched Camp 12.

Gradually all of us realized that we couldn't go on much longer, although at first none of us wanted to admit it. After Neil Brown, who had to return to his job, left us at the junction of Castle-guard and Alexander Rivers, we continued up Castleguard. But our spirits were low. We had had so many close calls the previous day, and we knew that once we were up on the next glacier, conditions would be as bad or worse.

We proceeded up Castleguard River, hoping to find a cabin at Watchman



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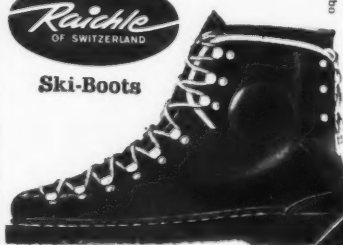


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KURT LUKAS



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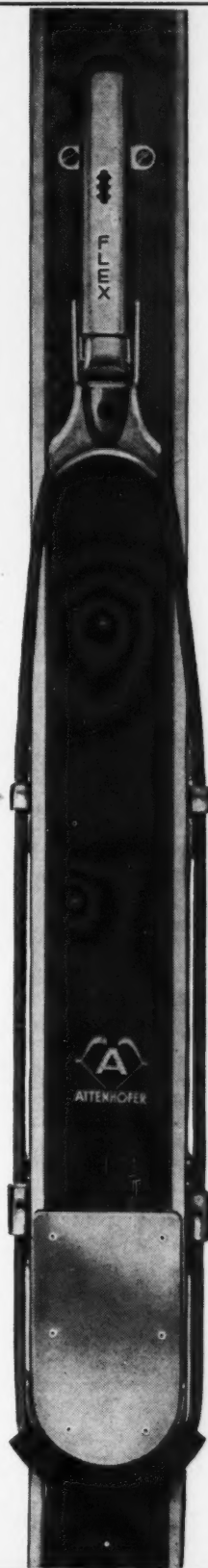
Lake. That day was our toughest, even though we covered only seven miles. The reaction from lack of food the previous week and to the dangerous situations of the day before caught up with us all at once. When we finally arrived at Watchman Lake and realized that there was no cabin, we were all near collapse. We all felt that we simply had to have a good meal and hoped that maybe tomorrow we would be lucky again. Once more we dug deep into our small food bag.

The next day it snowed again. It was the end. We returned to the Banff-Jasper Highway where we were welcomed at a National Park road maintenance camp. For our first real meal in days we devoured five pounds of roast beef, twenty-two eggs, two cakes and two gallons of milk.

The picture I have painted looks grim. Yet ours was the first real try and we had to attempt the trip with little knowledge of what lay ahead. It is possible. The hardships we encountered were due mainly to the absence of shelters along the route. But even without shelters it is possible to take portions of the tour without having to struggle as we did.

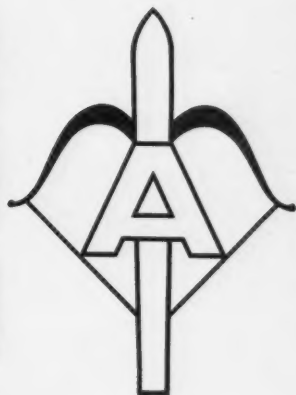
I have dwelled on the hardships because the trip was, in fact, hard work. But then what is wrong with hard work when through it we come once more in very intimate contact with the land and earth from which we stem; when it brings us the kind of adventure which we need in this age where safety and security are everything; and when through it we see some of the most inspiring scenery in the world. **END**

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**A skiing doctor contends that more than a quarter
of the accidents on the nation's slopes are . . .**

SKI INJURIES YOU CAN AVOID

by Arthur E. Ellison, M.D.

Although the injury statistics of skiing are probably no worse than those of other active sports, they are its greatest handicap. This handicap arises out of the fact that a large percentage of the public falsely assumes that every ski injury is a fracture.

That skiing has continued to grow rapidly under these circumstances is a tribute to its attractions. How much more attractive it would be if skiers exercised common sense precautions

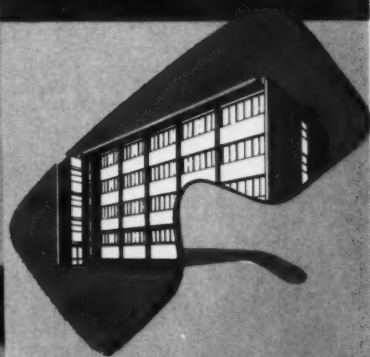
which would cut those figures by at least one quarter.

Granted, to ski is to risk injury. Yet one of every four injuries we see is avoidable and two others probably are. We all agree that injury is part of a challenging, thrilling sport such as skiing, but sanity must prevail.

For the past two years at our Mt. Snow, Vermont, office we have attempted to classify every ski and para-

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PETER ESTIN
explains
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January issue of SKI Magazine

Ski Injuries

ski injury we see into three categories—avoidable, unavoidable, and conditional. There are safe ski practices which help to prevent injury, but they *must* be followed.

Avoidable injuries are those that result from negligence on the part of the skier and others, or from definite infractions of an established or accepted rule of safety. Most are due to thoughtlessness, ignorance, foolishness, or just bad manners. For instance, if you "whip" the rope and the skier ahead of you falls off the tow, he may sustain an avoidable injury since you certainly have caused it by breaking a safety rule.

Unavoidable injuries are those sustained as a result of the inherent risk of the sport. If you are a raw beginner working hard in ski class to master the snowplow turn, but just can't keep the tips from crossing, you may receive an unavoidable injury. If you are standing happily on a safe spot along the trail and are hit by a runaway ski, your resultant injury, from your point of view at least, is unavoidable, although the owner of the ski has violated an accepted safety rule by failing to use a retention strap.

Conditional injuries are somewhat more difficult to define. In general, they are those injuries which appear to be avoidable, yet are not due to any actual negligence or breach of any safety code. If the above beginner came to grief practicing his snowplows but never had any instruction, his injury would be classified as conditional. His injury also might be so classified if he had been using hiking shoes for ski boots, was on anything but a beginner's area, or had been partying the night before.

Classifying injuries has much practical merit. By determining the percentage of unavoidable injuries, we are able to determine our ultimate goal—the irreducible accident rate. By studying the causes of conditional injuries we are able to develop new methods and techniques for ski safety. Lastly, by publicizing the causes of avoidable injuries, we obtain the most immediate significant decrease in ski mishaps. Abolition of avoidable injuries is our immediate goal.

Forty-four people walked or were carried into our office last season, sliced in virtually every part of their anatomy. The cause—and this is the height of irony—was their "safety" strap.

The one step which would bring the single greatest reduction in avoidable

injuries would be the abandonment of the single point fixation "safety" strap. Fortunately, this lethal little weapon receives increasing amounts of adverse publicity every year. This past spring, the executive committee of the National Ski Patrol System passed a resolution condemning all single point fixation straps.

Make no mistake, however. A retention strap is needed to avoid the free ski problem when release bindings are used but they should have snug inelastic two-point fixation to the ski such as an Alberg type strap. With this fixation, the possibility of a razor edged ski whirling like a propeller blade and inflicting lacerations from head to toe, is avoided.

Such lacerations should not occur this season. But they will. Why? For two major reasons. First, few beside those who are lacerated will take the time or spend the small sum necessary to remove their present safety strap and shift to some form of a snug inelastic two-point fixation strap. Second, and perhaps the most important reason, some ski shops will continue to sell the insidious single point fixation strap. The ski shop, in its dealings with the novice, has the responsibility to be absolutely certain that every beginner leaves the shop with the safest equipment available. It is to the long range self interest of the ski shop owner to do so, for injuries remain the greatest single deterrent to the growth of the ski industry.

We have in our files a collector's item x-ray which is interesting because of a few little fractures about the ankle, but downright unusual because the foot points directly to the rear. This rather unpleasant accident occurred when an otherwise intelligent man turned around to talk to someone while riding the chair lift. As a result, his ski tip caught on a tower as he went by. We thus have proved that ankles are weaker than towers. We also have very impressive data demonstrating that if you are careless enough to allow your skis to rotate while riding ski lifts, you can achieve crippling injuries on snow barriers, guide fences, or snow itself.

Actually, almost all lift injuries are avoidable to a large degree. If you are using a new type of lift for the first time, study it. Study how those ahead of you disembark just as you initially study how to load. Stay alert, especially if you have little clearance for your skis. Watch your tips! You would be amazed at how fast you can be flipped from a

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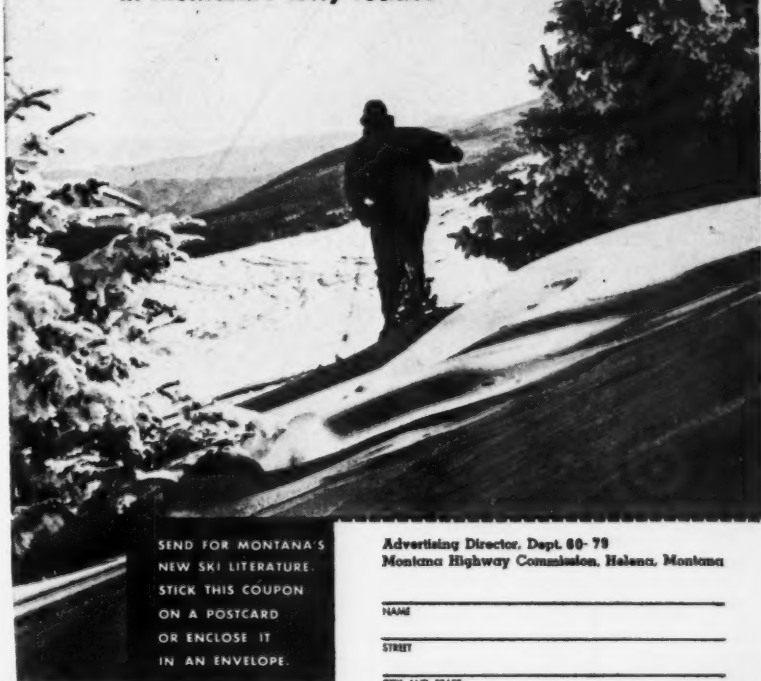
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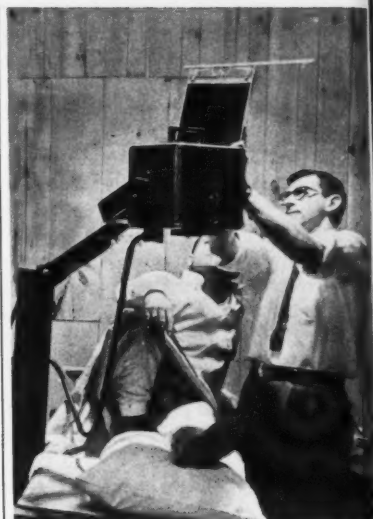
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Saunders Photo

Dr. Ellison, the author, is shown working here in his Mt. Snow hospital

Ski Injuries

lift if you catch your tips. If your tips are frequently down, you either are careless or out of condition. Both produce avoidable injuries.

Last season, a friendly greeting resulted in a hair raising toboggan and ambulance ride as well as immediate surgery for an expert skier. Negotiating the trail with ease, she was startled by someone calling from the lift and took a ghastly spill. We also have seen lift injuries from someone calling from a trail. Be cautious of startling the unsuspecting skier, especially if he is not expert or negotiating difficult terrain.

A case history demonstrates a typical avoidable injury. After a wonderful accident-free day of skiing, a good friend came into the office to say good-bye. After farewells he departed, only to return minutes later with a hand over his eye and blood streaming down his face. He had carelessly leaned his skis against the building on uneven, icy snow. Others, even more careless, piled their skis higher and higher as the lifts closed and the desire for coffee beckoned. When my friend went to get his skis, the pile gave way and a razor sharp edge cut him across the eye. Eight stitches and a tetanus shot later, he agreed that he had not exercised due caution.

Naturally, we don't see many injuries of this specific type but we do see dozens that are the result of this type of hasty, careless thinking. You must think

continued page 100

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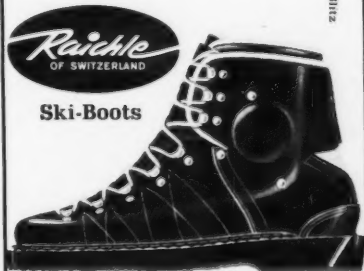
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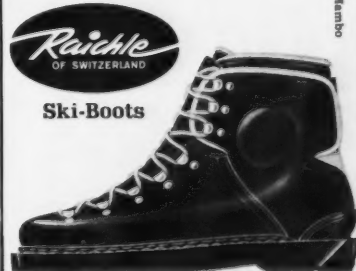
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Hawaii's Mauna Kea is the target for displaced skiers in the fiftieth state

On Hawaii's White Mountain

by Cy Cress

Skiers in sun-drenched Hawaii may seem as displaced as hula dancers at the North Pole. But the islands are home to a hardy group of enthusiasts who defy every handicap to ski on cloud piercing Mauna Kea, the only peak in the Pineapple State whose slopes are not cluttered with lava hazards.

Venerable Mauna Kea, located near the thriving city of Hilo on the big island of Hawaii, reaches 13,796 feet and is the state's highest peak. The lofty, now dormant volcano has provided hardy adventurers with ski fun for nearly a quarter of a century and well earns its Hawaiian name, which means "White Mountain."

Hawaii's first ski enthusiast was L. W. (Bill) Bryan, who in February 1936 made a mid-winter climb of Mauna Kea to study snow conditions. Bryan, who was associate territorial forester, included a pair of hickories on that particular climb with the hope of renewing boyhood memories of ski touring in New England.

Recounting the trips of that era, Bryan recalls that the road to the mountain was "practically nonexistent and most of the journey was by foot." He found the snow on Mauna Kea right for skiing with runs "governed mostly

by the distance you cared to climb back for another run."

Since Bryan's pioneering venture, conditions have improved. The war years saw construction of a new highway skirting the new Mauna Kea area. The road leading to the base of the peak itself is made of volcano cinders and can be traveled by "almost any car in good running condition." The road winds through country which provides a study of Hawaiian scenery unfortunately missed by many tourists. The area is rich in natural beauty and features volcanic cinder cones and grazing land that is dotted with Mamani trees and other native brush.

The twisting one-way road takes hunters, climbers and skiers to Halepohaku Rest Station at an invigorating 9,200 feet. The rest camp is made up of small lodges built of native lava. They provide unpretentious but comfortable accommodations and are equipped by Hawaii's State Forestry Division with cooking utensils, firewood, kerosene lanterns, bunks and running water.

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Mauna Kea's upper slopes are treeless, but offer lava hazards instead. This picture was taken in the late thirties. The hardy skiers are not identified

Hawaii

the air above 12,500 feet too thin for comfort. The trip from Hilo to Halepohaku requires about two-and-a-half hours of driving and in that short time visitors are subjected to a change from sea level air to the light atmosphere of 10,000 feet.

Though Hawaiians have never taken to skiing and snow country, there is evidence that old Polynesians once braved the high country. There are still remnants of an ancient burial ground on a towering cinder cone that is high on the Hilo side of Mauna Kea. The hill, called Makanaha, was apparently the end of the trail for early day chieftains.

It must have been a difficult journey for the burial parties to carry the weighty Kanaka warriors to the rare-air heights of 13,000 feet. At that altitude skiers find that ski boots turn to lead and they learn to marvel at the strength and stamina of yesteryear's islanders.

For cold weather enthusiasts not satisfied with skiing only, there is the opportunity on Mauna Kea for cutting figure eights on the ice of Hawaii's highest lake. Lake Waiau at an elevation of 13,020 feet and not far from the summit has gained a measure of local fame for making possible the coldest swim during the summer and providing the only ice skating in Hawaii during the winter.

Ski buffs may be lacking in numbers in the islands, but their enthusiasm for

skiing is undampened by endless days of sunshine. Most avid snow followers here keep a sharp eye for a change in the island's weather. Mr. and Mrs. N. H. Castle at Volcano are inveterate snow watchers. From their farm, about three hours driving time from Mauna Kea, the Castles keep a close check on weather on Mauna Kea, especially from December to March, when storms blowing in from the Kona district are most likely to bring snow.

From his back lawn, Castle can study the snow with field glasses and actually see if the rocks on the slopes are hidden. If the cover looks good, the Castles can be on skis in four hours or less.

Castle sees a marked resemblance between the snow on Mauna Kea and that which he and his wife have encountered on Mount Hood and Mount Rainier. Mauna Kea's snow most frequently resembles spring corn due to the warm days and cold nights.

The Castles and other Hawaiian ski enthusiasts hold the pet hope that one of these days the new state will see the merit of a plan for an additional two-and-a-half mile road needed to connect the big mountain's ski area with the present access road. "With the road we'd have a good chance of having a real ski lodge and a tow. Then skiing would actually come of age in Hawaii," Castle says.

But road or no road, Hawaii's skiers will continue to keep an eye on Mauna Kea. And when it glistens white, that will be the signal to drop everything for the hard climb to favorite runs. **END**

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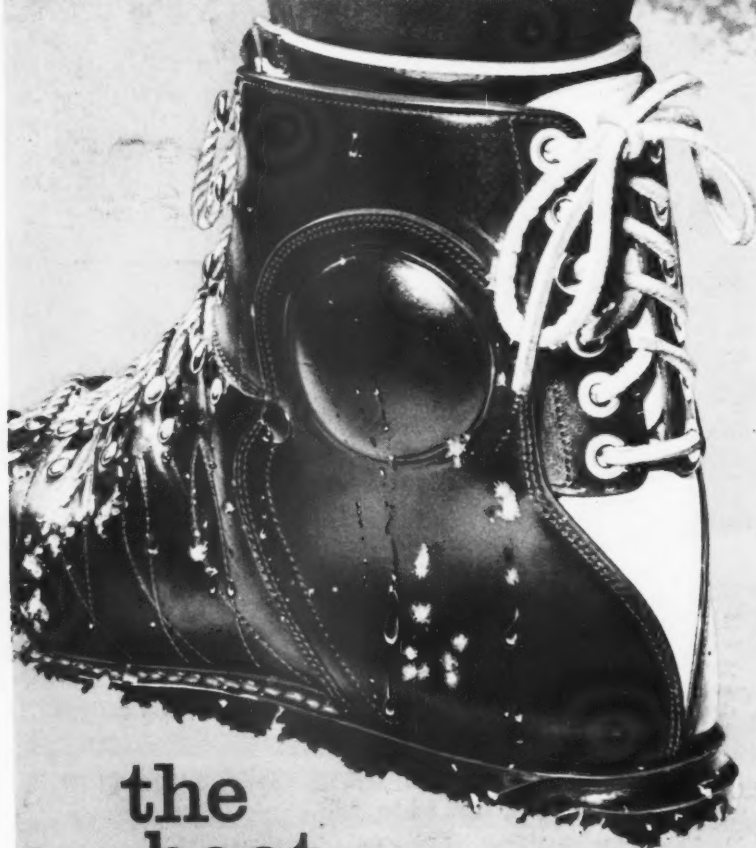
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My Funniest Moment

by Rod O. Cardwell

Ski school beginners are notorious for misplacing their gear when afternoon shadows fall across the snow-fields and it's time to head for home.

The teenage students at Paradise Valley below Washington state's mighty Mount Rainier are no exception.

Feverish with the excitement of new-found skills, impatient to get back with thrilling tales, many youngsters ride away minus skis and poles, leaving everything from Austrian caps to Zurich gloves.

Parents listen to breathless accounts of successful sideslips and spectacular snowplows. Then mom or dad innocently remarks:

"I didn't see your parka when you came in."

Smack! The youngster is hit with the memory of having left the parka in the lodge cafeteria.

The ski school's lost and found department is almost as busy as an internal revenue office at tax time.

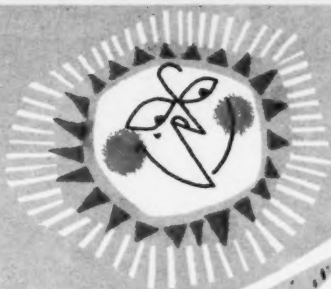
One novice skier's mother called to ask when she might inspect articles abandoned after the previous week's classes.

"Not for another day," she was told.

"Oh, that's terrible!" she exclaimed. "My son left slices of cheese in both his boots."

• • •

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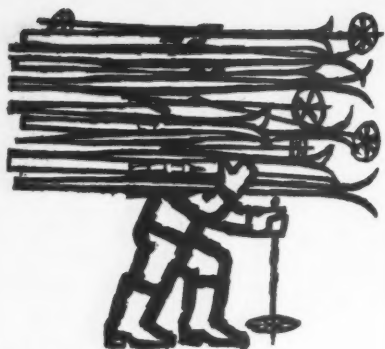
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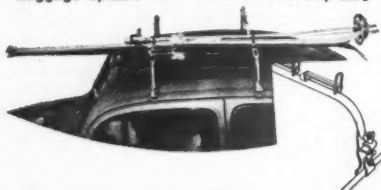
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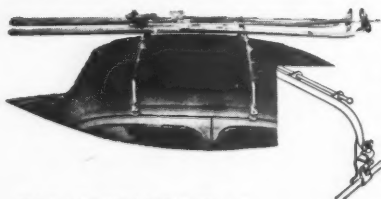
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The hard road to the top - - and its real value

by Penny Pitou

Since first making the 1956 Olympic team, I have received many cards and letters asking, among other things, how to become a top competitive racer. However, it's difficult to give a concise set of "easy-to-follow" rules.

Before going further, I will say that a youngster has a far better chance to become a top skier if he has years and years in which to make mistakes, profit by them, and train.

Recognition by ski officials is the first important step toward the chosen circle of skiing. Become classified. A classification is necessary now to move up in the skiing ranks. Just write your regional ski association for a racing card.

Actual classification is established on a point system. First place in certain races earns ten points, less for other high places, until twenty-four points in five races in a single season have been attained.

Recognition by certain ski officials usually results in invitations to Junior and National training camps, an opportunity for more and better coaching,

and a chance to watch and race against the top competition in your field. However, the "breakthrough" is not as easy as it sounds. Many promising young skiers spend years trying to attract notice but never appear in the right place at the right time. The task is even more difficult if there is no older person spurring you on and writing influential letters to the powers that be.

I first began racing when I was thirteen. My next door neighbor, Gary Allen, a graduate of Dartmouth College, was very enthusiastic and helpful and I promptly became his protege. He, with the help of Brooks Dodge, Bill Beck, and Ralph Miller, took me around the East to almost every Eastern race. His enthusiasm rubbed off on me and I can well remember the long hours driving back and forth from one-day competitions discussing the relative merits of my competitors, waxing technique, and the international set, with one end in view—the possibility of becoming an Olympic skier.

When first racing, you should get as much competition experience as pos-

sible. When I began skiing, I tried to race every weekend from December to March. There are many more small weekend races in the East than in the West where a 1,000-mile trip from one ski area to another is just a "drive." Finding enough good competition in the Midwest sometimes is a problem and makes advancement into higher ranks slow, at best.

Once you are accepted as a member of the racing crowd, it is not a wise idea to over-race. The decrease in morale from falling too often or placing poorly in a number of races can be quite a problem. One winter of over-racing can set back a racer mentally for many seasons, if not permanently.

There are seven main ski divisions in this country and most provide some sort of training camp as a possible launching platform for enthusiastic racers. In recent years the Eastern division has done more and more to help youngsters break into the ski game. Due mainly to the efforts of a few hard workers, the East has supplied more than half the women and almost one quarter of the men on every international team since 1956.

Summer ski schools are hard to find, but there are at least two excellent summer racing schools. One is at Mt. Hood, Ore., which runs from late June to early July. The other is two hours away in Bend, Ore. However, I have concluded that spending the summer on skis does nothing but cause staleness by over-skiing. One must have a period of relaxation away from skis in the summer.

Almost no one skis in Europe during the summer. Coaches and racers realize the importance of being eager and enthusiastic in the fall. This does not mean, however, that they neglect skiing in the off season. There are races, such as the combined water skiing, swimming, and snow skiing race in June in Nice, France. In early July, a giant slalom is held annually on the Stilserjoch in Italy. And in early September one can ski and train for a few days on the 12,000-foot Plata Rosa in Cervinia, Italy, or on the Weisssee in Austria. These sessions, though, are just to loosen up and to keep legs in shape.

Equipment is another important factor in becoming a top competitor. Gone are the days when a skier can make a team with a pair of any old skis, Dad's twenty-year-old ski boots, and ski poles a foot too long. Good, reliable equip-

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buy the best equipment available. At
first, one pair of skis should be sufficient
unless you can afford more. As time
goes on, however, two or even three
pairs of specialized skis are essential.
Good, well-fitting ski boots are a neces-
sity, too. I would rather invest in a com-
fortable pair of boots that give the
necessary support than in any other
single piece of equipment.

As you become a more proficient
skier, equipment becomes cheaper and
cheaper until finally you make an in-
ternational team. Then most of your
equipment is provided for you.

More and more ski areas now are hir-
ing racing instructors. If there is one in
your area, I would advise you to watch
and learn from him. It is a fact that
skiing with second grade skiers makes
second grade racers. Find a hot shot
with whom you have trouble keeping
up and follow him. Ski fast, but not
out of control or so as to endanger any-
one else. Ask questions and try different
styles and methods of skiing. When I
was getting my face "rubbed in the
grease paint," I think I changed styles
every day trying to copy the best and
prettiest skier. The end result is a com-
bination of many methods, hopefully
the best.

Every year a national training camp
is held in the West, to which only a
select few are invited. Usually held in
the latter part of December, the course
sharpens the top skiers for international
competition. This, of course, is the final
step before making an Olympic or FIS
team. Only the top racers receive in-
vitations.

A racer must make several sacrifices,
mostly financial, during his career. Ski-
ing itself is an expensive sport, but
racing is doubly so. Equipment, travel,
food, accommodations, and entry fees
can add up to a hefty bill at season's
end. Most racers are not well off finan-
cially, a worry which is one of the big-
gest handicaps in skiing. It takes a great
deal of finagling, fast talking, and hard
work to be well-equipped for the com-
ing season.

Ski clubs many times help shoulder
the burden by paying half of the ex-
penses of its racing members. Most of
a skier's finances come from summer
work, though. I've done everything
from being a waitress to working in an

airplane factory to help cover my winter expenses.

Living a competitive skier's life means traveling the cheapest way, forgetting comfort. I once landed in the bath room of a crowded train in Europe because Betsy Snite and I couldn't afford first class fare. Many times we ate only once or twice a day in order to make our money last the whole season. I think I've eaten more free pickles, relish, and saltine crackers in the past five years than I will in the next twenty.

Because of the wonderful publicity received from the Olympics at Squaw Valley, skiing is enjoying a tremendous rise in popularity. I think we can look forward to a boom which might last for a long time and benefit terrifically our young racers.

There is only one aim in view as you race and train to build yourself up: to make an Olympic team and to wear proudly the emblem of your nation. Beyond this there is the all-consuming desire to become the best skier in the world and to win a gold medal. It is that pot of gold, far off in the distance, that is so elusive. Once this medal has been attained, however, it becomes nothing. The medal sits in your trophy cabinet and is soon forgotten, but the memories are more poignant than ever. You find the means to that end are what count and that you will always remember the publicity and admiration of the fans, the relaxation that comes from hard skiing, the travel and far away places, and most of all, the people with whom you've suffered the agonies of losing and the joys of winning, and the many, many friends whom you will never forget.

END

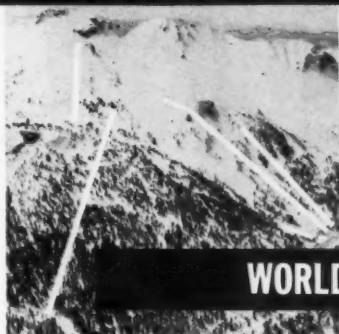


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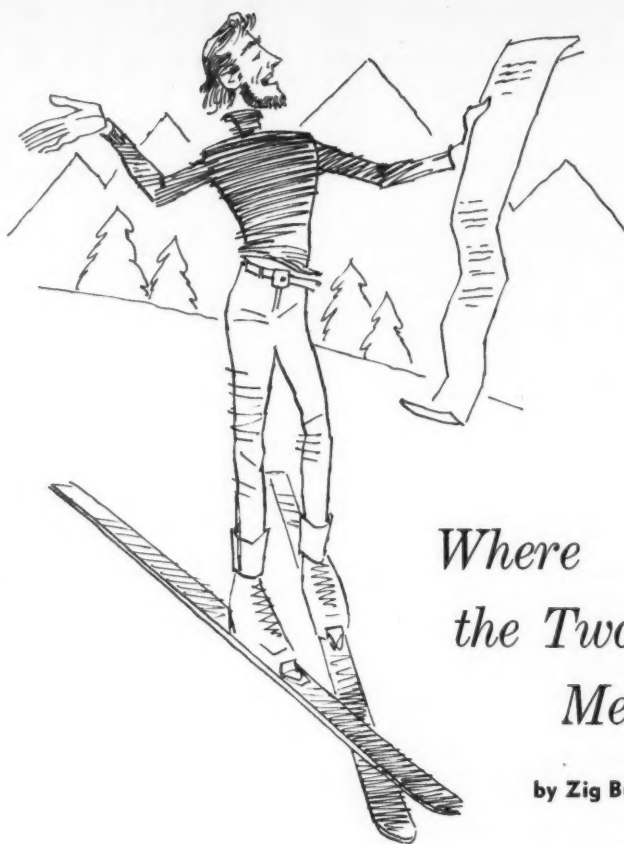
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Where the Twain Meets

by Zig Bulanda

Dad, the pod parties and poetry picture in Big Gomorrah was like in the alley for my bread. Stuffed my gig in a hanky hammock and stick and quit the New York pad. Had a tubeful of the Zen zealots and pulled an Islam. Man, Mohammed went to the mountain to read a poem.

Pulled a lumberjack's heavy drape over the Brando cutaways because it was early blossomtime and the frost was on the pumpkin in the Rockies. I went light for speed—even a toothbrush was over the sixty-pound limit—the scene had to be made flying all the way.

Had this poem scratched on a tin can with a bent nail in my mackinaw pocket. For kicks, it was getting a reading to the big hills at the Continental Divide. Big hills are always reading poems without jawing to the cubes, but the cubes wear TV for earplugs and don't dig the music of the mountains. So, like I was returning the favor to the hills.

Two moons and a sun later, a van pilot pulled the chain on me in Denver. It was a mile high and a yard wide.

But, like wow! In the yonder was the pile of peaks!

Blinking, rainbow neons in a huddle of huts bug me, so I glued to the pioneer path and did my highway thumb exercises.

This chrome, red wagon with a cat and his chick in the cockpit slid up. Their scooter ID tagged them from Swedesville, U.S. of Earth. And, on top of this body by Continental Can hanged a gang of tall woods. Maybe they were building a pad Frank Lloyd Wright-style among the big rocks?

Easing into the mobile, tin coffin, I saw from their threads that the Tom and the kitten were a little out of the atmosphere, but too much like Hansel and Gretel to be my people. From the cut of their togas, like peg parts and a heap of wool threads tied in colored knots around their chests, they looked like the Bobsey Twins out of Bagdad. They spot by the face mink and easy drapery I was beat and put me on the griddle and gassed about the how-come-beat jazz. Dad, they were in a rut and looking down. I told them I heard voices when I was a lamb, but didn't

dig saving the King of France—like any-
how, De Gaulle was running the candy
store—so, I became beat to spread the
message. Why not beat? Some cats drill
teeth and are always down in the
mouth. They laughed like somebody
was pressing their giggle button.

They weren't hip, so I asked them
what they did for kicks. Like they were
skiers. And, from the jive, some cat
called Ullr was the leader of these Nor-
dic Kooks.

We flew deep in the rocks and into
tubes that must have been drilled
through the hills to give the Rockies
an enema. The dark came. The gas
dragged and I spread and dived into
gonessville via the sandman route.

The snow cats summoned me out of
Never-Never Land at the Continental
Divide. I got out and the night was the
coolest. Picking the top rock on the
heap, I read the poem engraved on the
tin can:

Where The Twain Meets

Hey! Heaps of rocks,
With trees for locks,
Stretching from the beast.

I'm on your nose,
In a Bonaparte pose,
Apart from the least!

The crud of the West,
Slopping over your crest,
Joins the filthy East.

Like, mountains, how can you take
it and still stand?

I flipped the can over my shoulder
and it ting-tinged C-sharp over the
cool rocks below.

I started reading the farewell scene
to Jack Armstrong and Lois Lane in
their turnpike tomato can but they
conned me into doing the Arapahoe
Basin scene. The light was long one
and the night was chattersburg. And,
getting back to the nest in Big Gomor-
rah was like forget it till the bright. So,
coo-coo, ready for a new kick, I climbed
back in.

He put the juice to the carbs and we
went up the path to a stack of logs like
Lincolnsville and padded it.

The snow in the high hills must be
mixed with tea because almost before
Sol lifted the shades, the cat and the
chick did the anvil chorus duet on my
pad door.

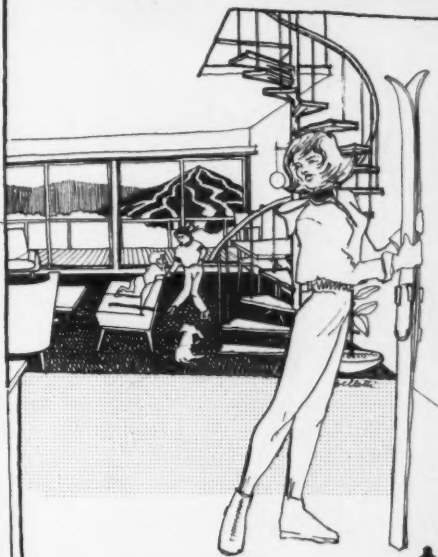
After beating gums over breakfast
down-on-the-farm style, we carted it to
the Basin and made the sliding scene.

Dad, it was like jamsville! The na-
tives were draped in the peg pants uni-
continued

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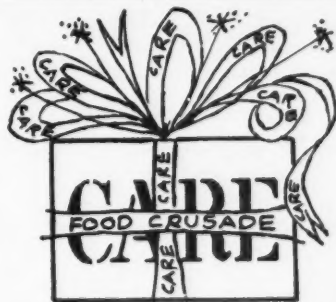
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Where the Twain Meets

form and mingled like they were going to take the Suez Canal. Some of them looked like my people, wearing loose threads and the bush but I didn't know if they were cool and for me, or against me.

The Tom gave me a pair of his tobogganing boards and a couple of swords. He tied a ticket to my mackinaw and I did the Old Dog Tray bit, puffing behind them to a gang of swinging high chairs on a string.

One of the seats grabbed me by mine and carried me into the wild blue. It was the swingingest.

Below, all around, the cats were having a rumble down the hill like the top was the hottest. This skiing jazz looked to be a mass game of chicken the cats had with one another and the pines. And, Dad, the pines don't move that much so a lot of them lost.

At the top, the chair gave me a fare-thee-well rap in the back that sent me orbiting like with no gyro to where the Tom and his chick camped. The coffin lids chained to my soles didn't stop until they buried deep in a bank.

They helped me up and tried to clue me on the how-to's. But, like those long, wooden sneakers had their own mind. They were alive, man! And when the woods peeled off, it was gone, real gone—like docking the SS United States in a bathtub—dig?

Man, I was getting down that hill like a mixmaster and was so top-to-toed with the cool white that you couldn't tell me from the flakes.

In between doing the tumbling bit from Jack and Jill, the Tom come up and squirted me with Sweet Lucy from a Spanish vino purse slung over his shoulder. This was even crazier than the wine binges at the International Settlement.

The vino got to me about midpoint down the hill. Like I was in orbit without even leaving the launching pad.

A big group of the natives gathered behind me and got their jollies watching me to the end.

At the bottom, we did the farewell scene and I hopped a van for the nest in Big Gomorrah. The Tom and his chick were right about the kicks—skiing beats the pod.

I won't be at the coffee shop this weekend. I'll be flaking off at Whiteface.

Why don't you cats make the scene? The snow doesn't give a soft, white darn who it hits. It's the coolest. **END**



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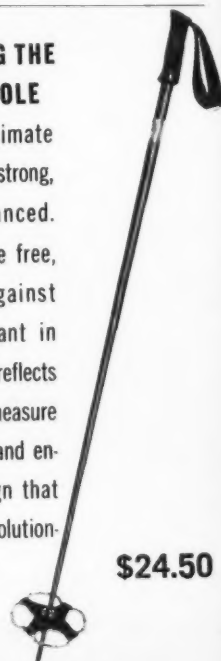
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• Mucky Clausung, former German ski champion, will be the guide for ski tours arranged by World Travel Exchange, 2017 Massachusetts Ave., N.W., Washington, D.C., to Cortina, Italy, site of the 1956 Olympics, and the Zugspitze, Germany's highest mountain.

• Murray Hill Travel Service, Inc., 303 Lexington Ave., New York City, is scheduling a seventeen-day Christmas-New Year's ski tour under the leadership of Jerry Hanauer, a native of Liechtenstein who is familiar with the Alps. The tour leaves New York Dec. 17 and returns Jan. 2. There will be twelve days of skiing at Davos and then New Year's in Paris on the return trip.

• Former *New York Times* ski editor, Frank Elkins, has been appointed director of sales promotion in the United States for Robson of England Travel, Ltd.

• Day-long ski trips from several New England colleges to Mt. Snow in West Dover, Vt., will be inaugurated Jan. 8 by Valley Enterprises of Wilmington, Vt. The trips will originate from the colleges on Saturdays and Sundays as long as snow conditions are favorable. Colleges already scheduled are Amherst, Smith, Mt. Holyoke, University of Massachusetts, Williams, Union, Skidmore, R.P.I., Dartmouth and Russell Sage. Buses will leave the schools in time to reach Mt. Snow at 9:30 a.m. The cost of the trip includes transportation and use of all lifts and facilities at the area.

Toni Sailer, only triple Olympic gold medalist, will be host to a special Lufthansa tour to Kitzbühel in January



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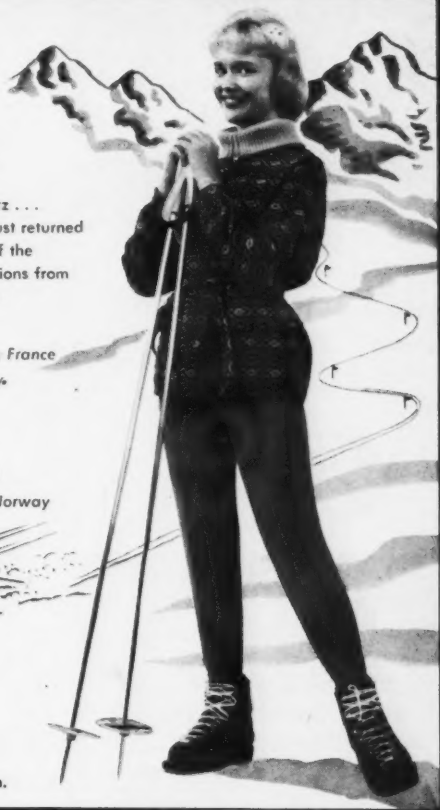
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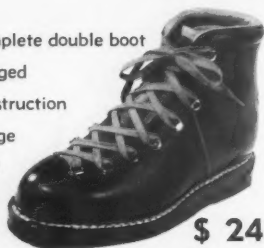




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Contestants in the Mt. Tremblant Ski Club Children's Race get ready for the start

A Junior Program Gets Results

**The Mont Tremblant Ski Club's junior program produces
two more outstanding skiers for Canada's National team**

Within the last three years Canada has produced two world champions—Lucile Wheeler and Anne Heggtveit. Considering that Canada's development of skiing closely parallels that of the United States, but that its population is only one tenth of this country's, this is a remarkable accomplishment.

The careful coaching of Lucile and Anne by Pepi Salvenmoser is only part of the story of why Canada is turning out a relatively large number of racers with international racing qualifications. Before they could reach this level of competition, there had to be other means of developing latent talents. The

Before race time, Father Deslauriers officiates at the "Blessing of the Skis"



various junior programs throughout Canada provided the means.

Junior programs are not unusual either in the United States or the skiing European countries. What is remarkable about the Canadian programs is that for the most part they are spontaneous gestures on the part of Canada's ski clubs and are virtually devoid of top-echelon administration. This gives these programs an informal and seemingly amateurish touch, but this is deceptive. Youngsters get first-class instruction and assistance, despite the fact that this phase of Canadian skiing seldom gets into the limelight.

Typical of these programs is that which has been carried on since 1932 by the Mont Tremblant Ski Club. Although this club has virtually a world-wide membership, one of its major aims—if not the major aim—is “specialized

continued



Photo above shows Peter Duncan several years ago when he was in the club's junior program. Picture below, taken recently, shows why, at 15, he was named to Canadian team



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Ernie McCulloch is giving a helping hand to young Jacques Taschereau, the grandnephew of Alexandre Taschereau, premier of Quebec from 1920 to 1936

Junior Program

training and equipment for local junior skiers." The chances are that when you plunk down your \$5 membership fee the bulk of it will go toward the junior program.

Considering the standing of the Mont Tremblant Club in the ski world, the program is so simple that it makes one wonder why the establishment of a junior program should be such a chore elsewhere.

Each winter starts with the local children being given free lift passes which enable them to ski and practice throughout the season. They are also allowed to join the Lodge's ski school classes where they are encouraged to develop their skills.

Although the club likes to develop and promote competition, there's no pressure put on the youngsters to race. Yet every year more than forty local children show up for the Children's

Another outstanding product of the program is Seddon Ryan, who was named to the Canadian National team which will go to Europe after Christmas for training



Race, which is held on the lower part of the Flying Mile on courses set by Mont Tremblant Ski School Director Ernie McCulloch.

Prior to the race Father Charles Hector Deslauriers, founder of the club and honorary president, hands a properly seeded list to President Mary Ryan and on the basis of the list suitable equipment prizes are selected. The top contestants also receive small silver cups and pins.

To give the race a little extra spice, the day of the race is a school holiday. And after the race the children invade the Chalet des Voyageurs, where their orders of hot chocolate, coke, sandwiches and *patates frites* are on the house. The consumption, according to the chef, is awesome.

One race a year may not seem like much. But the incentive of the race and the encouragement along the way seem to do the trick. It usually doesn't take long for these young skiers to advance to higher ranks. By the time they are in their teens they are eager competitors, racing regularly.

Peter Ryan, who began his racing career in these junior races, made the Canadian FIS team several years ago. But the payoff for the program came this year when two graduates—Seddon Ryan and Peter Duncan—made the Canadian National team. Furthermore, the Mont Tremblant Ski Club is continuing its support of these racers by providing funds which will enable the Canadian team to train in Europe this winter, a perfect follow-through for a program which has already paid rich dividends. **END**



Highlight of Children's Race Day is the awarding of prizes by Mrs. Joseph B. Ryan. McCulloch calls the winners

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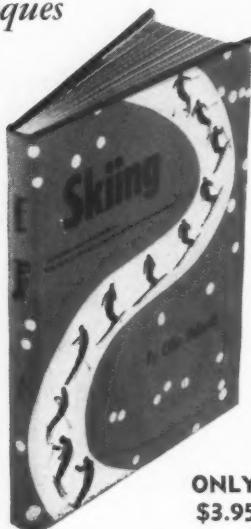
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SKI INJURIES

continued from page 78

safety if you are to ski safely. Who are some of these dozens we see? Such characters as the "glassy-eyed" guys who refuse to wear shatter-proof goggles and the lobster-like gals who expose all for the entire day when the first strong rays of springtime sun are reflected from the crystalline snow. Then there is the second-saver who insists on driving his car with his ski boots on and the bargain-seeker who skis through the afternoon without a break for soup or coffee or after his legs warn him it's quitting time, just because the lift line is getting smaller.

We see the hot shot boomer who considers himself a pro—and may well be one—who forgets his leg will be in just as many pieces if he hits a fallen beginner at a trail intersection, as the beginner's might be. There are many more, such as the uninformed who do not know that the evening shadows deceive, that only for the inexperienced do the moguls seem to level out at the end of the day, or that in spring, the snow, sun struck and fast frozen, brings stop and go skiing with a climbing accident rate. We see those who do not seem to know that one gets on a lift line at the end and not via a take out play at the center. Others apparently feel that a sheath knife on one's belt is standard equipment.

There are many others, but I will tell you about one, an "injury" I call stretch pants palsy. The first recorded case in medical annals was a delightful young lady who complained of numbness in her right leg each time she skied. I examined her thoroughly, including due notice of her taut purple pants, but to no avail. It was not until two weeks later when one of the instructors at the Mt. Snow Ski School complained of the same malady, the onset of which dated from the time he exchanged his knickers for ski school stretch pants, that I knew we had a new medical syndrome. Simple release of pressure over the lateral nerve in the thigh by wearing pants one size larger produced a miraculous cure.

We all expectantly await a great season. But remember—it's fun to ski only if it's accident free. If you observe the three C's—good condition for both you and your equipment, control, and courtesy—you will help keep the inherent risk of skiing at a minimum. If you *think* safety needless accidents can be avoided completely.

END



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My funniest Moment

by John Henry Auran

I cannot vouch for the authenticity of the following story, but, being somewhat in the same boat as the subject of this tale, I have always wished I had said it.

Frank Springer-Miller, a former European, but long an American citizen, still sports a distinctive accent—and a puckish sense of humor as well.

As an official at the Olympic Winter Games at Squaw Valley he was asked over and over again a question which was very much in vogue there and ranked with pin swapping as a conversational gambit: "What country do you represent?"

Unless you actually are a foreign-born American, it is difficult for anyone to imagine how involved you can get with a simple answer. Inevitably you find yourself reciting your life history, the politics of your country of origin and a lot of other personal matters you'd rather not divulge to complete strangers. The difficulty is that the obvious good will of the questioner makes it hard to duck out.

Tiring of the same old answer and the involved explanations, I can understand why Frank, in a busy moment, finally told one sweet young thing, "I am from Lower Slobovia."

She took this in, then said very seriously, "I know all about your country. And I think it is terrible the way that our cartoonists make fun of your country."

Far from being taken aback, Frank was fast in an answer to that one, too.

"Very painful indeed, Miss. But you see, we Lower Slobovians depend very much on foreign aid."

• • •

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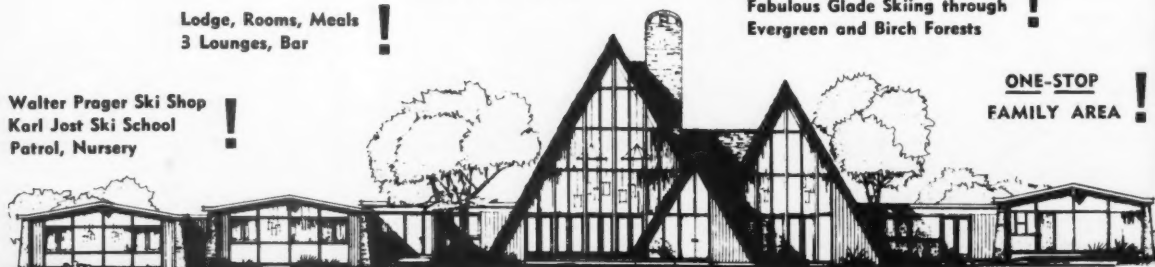
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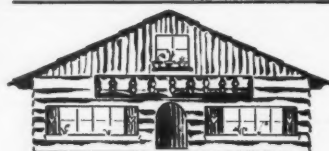
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ARTHUR DOUCETTE SKI SCHOOL—Located at Black Mountain. Classes daily 10-12 and 2-4.

CHRISTMAS FARM INN—Near Black & Wildcat. Most rms. with bath; Dorms. Outstanding food. \$8-\$11.50 inc. 3 meals. Doris & Dick Welch.

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JACKSON LODGE—Located in village, congenial atmosphere, attractive surroundings. J. Holland Beal, EV 3-4226.

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For information or reservations write directly to any listings above or to

BOX A

JACKSON, NEW HAMPSHIRE



Area Review

continued from page 19

open slopes 1,800-5,000 feet long with 350-foot drop for all classes of skiers. Three-story, 6,400-square-foot chalet, eight-acre parking lot. Ski school. Snow packer and Bombardier for slope maintenance. Several new motels nearby, airport within twelve miles, also train and bus service.

Sutter's Ridge, Mt. Horeb, Wis. New Hall 1100/225/1000 T-bar serves three trails. Area opened in 1959 now has Larchmont snow making equipment, lodge in remodeled barn, ski and rental shops, modern rest rooms. Two rope tows supplement T-bar. Longest run is 1,500 feet with 300-foot vertical drop. Godie Schuetz is ski school director. Overnight accommodations twenty minutes away.

MICHIGAN

Boyne Mt., Boyne Falls, Mich. Two new Heron double chairs, one 2100/500/900, second 1550/350/800. Two new novice trails. Stein Eriksen will direct ski school while maintaining his school at Aspen Highlands.

Hidden Valley, Gaylord, Mich. New dining room in lodge.

Mt. Frederick, Frederic, Mich. Area opened in January with three Doppelmayr T-bars, each 1000/200/500. Has ten open slopes, three new this year for novices and experts. New two-story, 5,400-square-foot lodge, parking for 500 cars. Has Muskeg snow packer for slope maintenance.

Sylvan Knob, Gaylord, Mich. New 1100/225/1250 Pomalift to serve four trails. Three new expert trails. Parking lot enlarged. Has weasel for packing slopes.

Caberfae, Cadillac, Mich. Two new Doppelmayr T-bars, one 1531/235/900, the other 1250/210/900. Forty acres of new terrain opened up will be served by lifts. Two hundred additional rental sets. Lounge has new furniture, serving booths.

Mission Hill, Brimley, Mich. 1360/400/900 Poma double chair completed last winter serves trails for all classes of skiers. 400/50 snow bowl for novices opened. All runs widened and brushed. Hans Standteiner heads ski school. overnight accommodations for 100.

Indianhead Mountain, Bessemer, Mich. Two rope tows installed in February supplement T-bars and one other tow. Large bowl cleared this year. All trails

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OF SWITZERLAND

Ski-Boots

THE SKI SHOP — DAYTON'S
Minneapolis, Minn.

Raichle-Membo

widened and groomed. Joe Calabro will head ski school. Ski shop relocated, remodeled. New restaurant, bar and lodge at top of area. Weasel and bulldozer for slope maintenance.

Pine Mountain, Iron Mountain, Mich. Trails widened, seeded and groomed. New restaurant at upper terminal of chair lift. Sno-Cat for slope maintenance.

Crystal Mt., Frankfort, Mich. New Brandley 2015/299/800 double chair to service nine trails, eight of which have been newly built in refurbishing the old Buck Hills area. Trails vary from 2,200 to 3,200 feet in length with 390-foot vertical drop. Complete lodge with twenty rooms, includes two lounges, ski shop and rental shops. Parking increased. Has new snow maker and Sno-Cat. Royce Asher heads ski school.

Nub's Nob, Harbor Springs, Mich. New Pomalift serves fifty-acre intermediate area. Outdoor, glass-enclosed, heated swimming pool. Lodge with accommodations for ninety-six guests, ski shop, lounge and snack bar.

Alpine Valley, Highland, Mich. New area ten miles west of Pontiac has two Doppelmayr T-bars, each 1300/150/700, plus six tows. Lights for night skiing. Six runs for all classes of skiers, 250 rental outfits, ski shop, lodge with seating for 200. Snow making machinery. Gerry Monod directs ski school. Parking for 500 cars. Transportation available from Detroit and Pontiac. Overnight accommodations nearby.

Crampian Mt., Oxford, Mich. Beginner's slope widened and lengthened.

Mt. Holly, Holly, Mich. New 1100/160/1000 Hall double chair serves four trails. One new 900/150 intermediate trail. Slopes widened and improved. New Bombardier for snow maintenance.

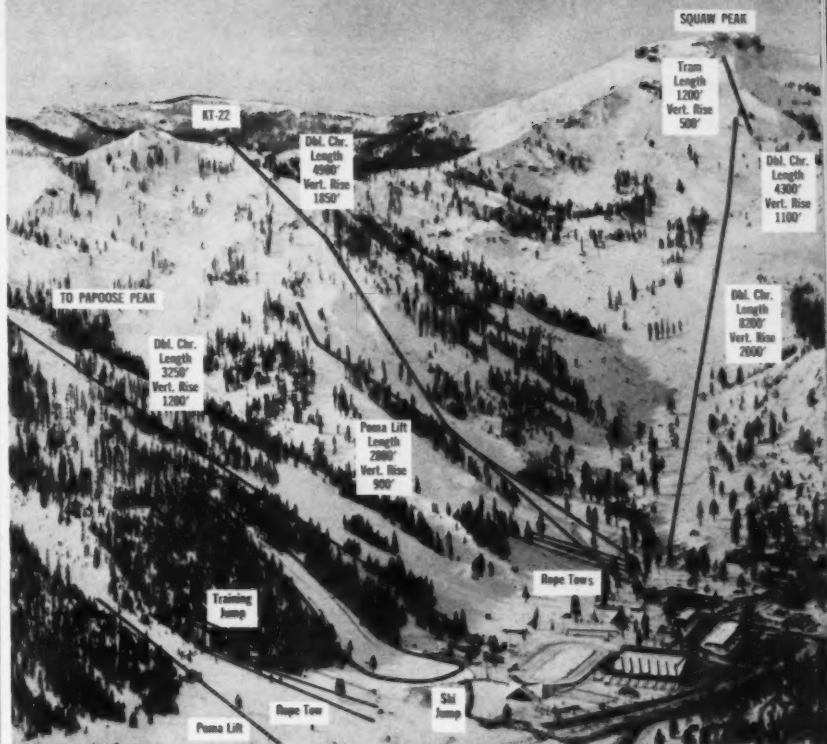
Avalanche, Boyne City, Mich. New 1200/260/700 Pomalift serves six trails. Twelve new trails for all classes of skiers. New warming hut and snack bar. New parking lot. Bombardier for snow maintenance.

Au Sable Ski Club, Gaylord, Mich. New 819/144/660 Pomalift serves two trails, one open slope. New snow packing equipment. Five new cabins for overnight accommodations.

CANADA

Blue Mountain Winter Park, Collingwood, Ont. One new trail. New round-

continued



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TAHOE CITY, CALIFORNIA



squaw valley

squaw valley association

Sportcaster Seattle



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Area Review

house at top of lift, new ski shop. Also second parking lot for chair lift.

Georgian Peaks, Camperdown, Ont. British Ropeways 3000/800/750 double chair and Hall 400/90/1000 T-bar for this new area. Four trails and two open slopes for all classes of skiers. 4,800-square-foot chalet, parking for 400 cars. Area has ski school. Snow packer, utility wagon for snow maintenance. Several new motels nearby.

Beaver Valley, Markdale-Flesherton, Ont. New 2200/450/1200 Hall T-bar serving eight trails with average length of 3,200 feet and vertical drop of 450 feet for all classes of skiers. New complete clubhouse and warming chalet, parking for 2,000 cars. Ski school. Snow crawler, roller, chain drag and plow for snow maintenance and removal.

Mt. Baldy, Port Arthur, Ont. Several runs widened.

Camp Fortune, Old Chelsea, P.Q. New 2200/600/900 Poma double chair to serve four slopes. One new expert trail called Anne Heggteit Slalom. Lodge enlarged, parking for 400 more cars. Bus service to area on weekdays. John Fripp and Alex McDougall will co-direct ski school. Ottawa Ski Club, owner of the area, has also spent \$20,000 on sixty-meter jump improvements.

Roundtop Mountain, Sutton, P.Q. New area just over the Vermont border will have 4000/900/900 Mueller double chair and 1500/225/1000 Mueller T-bar to service five trails, ranging from novice to expert, three-quarters of a mile to one and one-half miles long with 900-foot vertical drop. New lodge and restaurant, ski shop, school and patrol. Overall design of area was done by Sel Hannah.

Mont Tremblant, P.Q. New 4025/1075/600 Constam T-bar on South Side paralleling chair lift. New wide trail on South Side for all classes of skiers. Trails groomed, new South Side parking lot.

Mont Habitant, St. Sauveur des Monts, P.Q. Three new trails for all abilities, from 2,300 to 3,200 feet long with 525-foot vertical drop. All trails seeded and widened. Parking for 500 cars.

Far Hills Inn, Val Morin Station, P.Q. Two new intermediate trails 2,600 feet long with 300-foot drop. Trails groomed.

Mt. Snow, Rawdon, P.Q. Two new intermediate trails, 2,500-feet long with
continued



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Herbert Schneider, President

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New modern Swiss Chalet. 400 ft. to Mt. Snow. Spacious accommodations for 40. Family units all with bath. Game and after-ski room, set-up bar. Ski-weeks. Folder. Frank and Marie Smith, West Dover, Vt. HO 4-3344.

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COLLEGE SKI TRIPS

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DEERHILL

A fine modern lodge viewing Mt. Snow's Ski Trails from two glass-walled lounges. Spacious rooms, Superior food and new teen-age rumpus room. Ski families welcomed. Betty and Jerry Corvan. HO-9382.

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For the Young at Heart. Every room with bath. 5-day Plan — \$28.75. Week-day rates, \$6.00 inc. 2 meals. Lounges, Fireplaces — winter sports. Cozy for large week-end groups or family week-day vacations, 6th season. Fern and Tom Bumferd, HOMestead 4-5218.

HAY LOFT LODGE

A rustic weathered board and field-stone lodge ideally suited for mid-winter vacations and "Learn to Ski Weeks." Outdoor skating rink, television, new large lounge, sleigh rides, hot grog. Brochure S.

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At foot of chairlifts. Exclusive ski fashions & ski equipment. Vast new rental supplies—large variety of gifts and souvenirs. John R. Ladenburg. Wilmington HO 4-3931.

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The Manor Lodge at Mt. Snow
Superior Accommodations
Unusual Atmosphere
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Gifts and decorative items for the home. Vermont arts and crafts, including jewelry, pottery, paintings and woodenware. Sportswear, hand loomed woollens and knitting supplies. Delicious maple products. Wilmington, Vt.

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Skiers who are looking for friendly elegance, superb cuisine, the best contemporary accommodations stay with us. You'll be glad you joined them, and we'll be happy too. Win Lauder.

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Bring the family and enjoy a stay at our redwood panelled lodge, just three miles from Mt. Snow. Two, three and family rooms. Special Ski Week rates. Bruce and Verlene Beldon. HO 4-5478.

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Mt. Snow and the Valley of the Inns



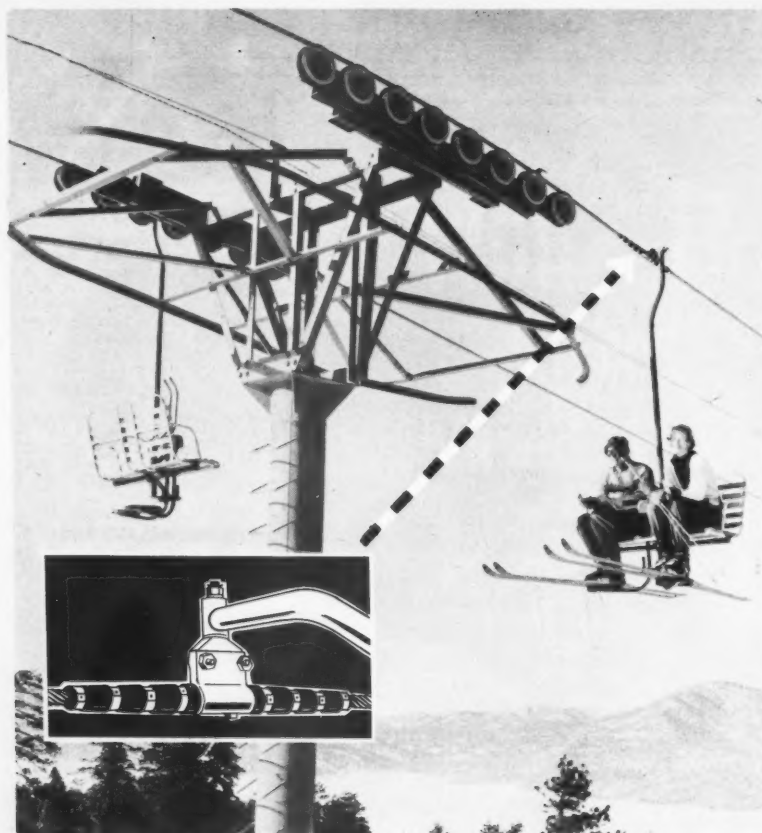
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Manchester, Vermont

Area Review

300-foot vertical drop. Parking area improved.

Chalet Cochand, Ste. Marguerite Station, P.Q. New beginners' trail, three-quarters of a mile long with 400-foot drop. All trails groomed.

La Tuque Ski Center, La Tuque, P.Q. New 2000/450/400 Mueller T-bar to service five trails. Three new trails for novices and intermediates. Also new cross country trail. Parking for 300 more cars. Plans to buy snow packing and grading equipment. Instructors available for club members and other skiers by request.

Mont Piche, Ste. Agathe des Monts, P.Q. New 1000/230/900 Mueller T-bar to serve five trails. One new novice trail, two new intermediate trails. Swiss-style restaurant, new parking area. Bombardier for slope maintenance.

NEW YORK

Greek Peak, Cortland, N.Y. New 700/200 novice trail. All trails seeded and drained. Hotel Cortland, now open, has seventy rooms.

Belleayre, Pine Hill, N.Y. Intermediate trail from summit extended 2,000 feet. New snow packer.

Whiteface Mt., Wilmington, N.Y. New \$150,000 lodge at mid-station has complete sundeck, cafeteria, rest rooms. Trails widened and groomed. Parking for seventy-five more cars at base. Ski school enlarged under Cal Cantrell. New Sno-Cat. New overnight accommodations nearby.

Highmount, Highmount, N.Y. New 1200/310/750 Hall T-bar serves all lower slopes and trails. Trails groomed. Nine-mile new section of Route 28 completed.

Holiday Valley, Ellicottville, N.Y. New 3000/550/1200 Hall T-bar to serve six trails. Four new novice to intermediate trails, 4,000 feet to one mile long with 550-foot drop.

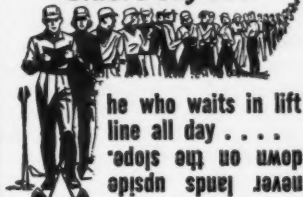
Willard Mt., North Easton, N.Y. New rope tow for ski school and children. Two new intermediate trails one-half mile long with 450-foot drop. New ski shop.

Swain Ski Slopes, Swain, N.Y. Trails groomed and widened. Barn lodge remodeled, ski shop expanded with new rental area. Parking increased. Novice Hall T-bar put in operation last season.

McCauley Mt., Old Forge, N.Y. New

MAINE

Skiers say ...



he who waits in lift line all day
adopts out no umop
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And he doesn't get to ski very often, either. Maine ski areas are one jump ahead of the

crowds as they expand their facilities to meet the growing demand of skiers who have found Maine snows to be the most dependable in the eastern ski belt. Easy to reach via super-highways, too.

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Fast and smooth on all snow conditions. Long lasting. Easy to use.

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Developed specifically for Head Skis.

36- by 50-foot A-frame chalet with giant fireplace and picture window view of slopes.

Snow Ridge, Turin, N.Y. New 2000/430/1000 Roebbling double chair. Additional skiing terrain opened up around new lift. Gorge cross country trail remodeled to accommodate novices. New bottle warmer installed in nursery.

Alpine Meadows, Saratoga Spa, N.Y. New 2500/450 intermediate trail. All trails smoothed and groomed. New ski shop, parking lot enlarged.

Kissing Bridge, Boston, N.Y. Two Hall T-bars, one 2400/449/1200, second 900/170/-, for this new area twenty-four miles south of Buffalo. Will cater primarily to beginners and intermediates with trails and slopes up to 3,500 feet long. Franz Elsigan heads ski school. Early American design ski lodge with all facilities. Parking for 800 cars. Route 240 to area has been improved.

Big Tupper, Tupper Lake, N.Y. 2900/720/800 Hall double chair and 2550/520/1100 Hall T-bar for this new area. Seven trails for all classes of skiers with average length of 3,500 feet and vertical drop of 550 feet for all classes of skiers. Rope tow will serve 1,000-foot school slope. Night skiing on T-bar. Lodge will have restaurant, ski shop and rentals. Area will operate daily with ski school. Sno-Cat and Bombardier for slope maintenance. Two parking lots.

Paleface, Jay, N.Y. 2250/318/600 Mueller double chair and 3030/375/600 Doppelmayr T-bar for this new area next to Whiteface. Eighteen trails for novice and intermediate skiers, one-half to two and one-half miles long. Three slalom glades. Also ten miles of touring trails. Base lodge, halfway house and summit shelter. Karl Jost will head ski school. Walter Prager ski shop. Parking for 500 cars, overnight accommodations for thirty-two. Bus service to lodge. Tractor, Sno-Cat for slope maintenance. Artist Boylan Fitz-Gerald is owner-manager.

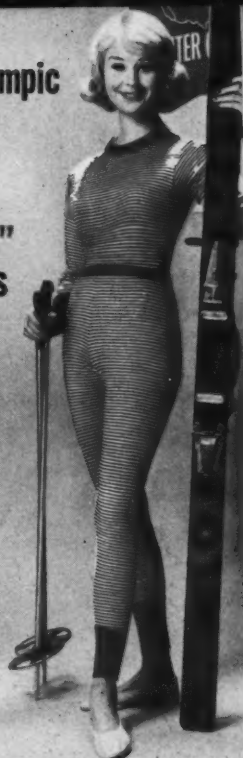
Glenwood Acres, Glenwood, N.Y. New one and one-quarter mile trail with 430-foot drop for novice to expert skiers. New ski school area. New restaurant, additional parking. Oliver cat for slope maintenance. Robert Straubhaar directs ski school.

Brantling Ski Slopes, Sodus, N.Y. Parking for 100 more cars. New high school jump. Two new instructors for ski school.

Hickory Hill, Warrensburg, N.Y. New 1500/250 intermediate trail. All trails

continued

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at Reno's new million dollar

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DETAILS OR RESERVATIONS

Area Review

graded and smoothed. New rest rooms. Sno-Cat for slope maintenance.

Labrador Ski Center, Tully, N.Y. Existing intermediate trail being extended to 8,800 feet long with 600-foot drop. Two other trails widened. Parking lot graveled. New Bombardier for slope maintenance.

Catamount, Hillsdale, N.Y. New 900/120/800 Hall T-bar to serve novice-intermediate slopes. Open slope lengthened. Coffee house for lift line. Ski shop and eating area enlarged. New rentals.

Moon Valley, Malone, N.Y. New 2000/385/900 Doppelmayr T-bar to serve main slope and two trails. Two new trails for novice and intermediate skiers. New lodge, 200-car parking lot. Bombardier for slope maintenance. Overnight accommodations nearby.

Toggenburg Ski Center, Fabius, N.Y. New 1837/400/1200 Hall T-bar to serve two trails. Two new intermediate trails double trail skiing terrain. New garage for vehicles. New Sno-Cat.

Gore Mountain, North Creek, N.Y. All trails improved.

MAINE

Sunday River, Bethel, Me. Two new intermediate trails, one 4000/750, the other 2000/350. Novice slopes improved. Other trails graded and groomed. Access road improved.

Sugarloaf Mt., Kingfield, Me. One new expert-intermediate trail two and one-half miles long with 2,400-foot drop. Other trails seeded and improved. Lodge enlarged, new parking area, also new hotel on mountain. Another T-bar planned next year.

Mt. Abram Ski Slopes, Locke Mills, Me. 1000/200/1000 Hall T-bar for this new area near Bethel. Serves two 1,000-foot long trails for intermediates and experts. New 78- by 28-foot lodge. Adequate parking. Ski school. Plans bigger lift next year.

Pleasant Mt., Bridgton, Me. New 700/100/1000 Constam T-bar will serve one open slope. New expert trail one-half mile long with 600-foot vertical drop. New three-story 38- by 42-foot lodge.

Rangeley-Saddleback, Rangeley, Me. 2900/700/800 and 1100/130/1000 Hall T-bars for this new area to serve open slope and three trails for all classes of skiers. 40- by 80-foot lodge, 350-car parking lot, overnight accommodations

SKI, DECEMBER, 1960

in Rangeley. Rollers, Bombardier for slope maintenance. Roger Page will head ski school.

Pennacook Winter Park, Rumford, Me. Opens this year with 2,350-foot T-bar to service trails for all classes of skiers. One trail lighted for night skiing. Lodge with lunch bar, rest rooms, first aid station, ski shop. Ski School. Three jumping hills nearby.

Bald Mt., Oquossoc, Me. Opened last January. Will have Hall T-bar ready this season. Trails for all classes of skiers. Lodge and cafeteria, ski school, ski shop.

NEW HAMPSHIRE

Black Mountain, Jackson, N.H. New 1150/600/800 Mueller T-bar will serve three trails. Three new intermediate trails opened. All trails improved. Utility building constructed for new lift. Present T-bar being electrified.

Wildcat Mt., Pinkham Notch, N.H. New Alleycat trail for intermediates seven-tenths of a mile long with 650-foot vertical drop. Polecat trail groomed and Catapult widened around first five upper lift towers. Plans call for connecting upper and lower lift line trails.

Belknap Mt., Gilford, N.H. New 1400/300/1000 Doppelmayr T-bar to serve two open slopes. Eight acres of terrain added to Phelps slope. Olympic stars Penny Pitou and Egon Zimmermann will conduct ski school.

Dartmouth Skiway, Lyme, N.H. New 1600/300/700 Mueller T-bar for two novice open slopes. New 1700/300 open slope. Four hundred square foot addition to dining area of lodge. Parking for 150 more cars. Ski-mounted trailer for Sno-Cat work and hauling children who cannot use lift.

Cannon Mt., Franconia, N.H. Major improvements are smoothing off several sections of trail.

Mittersill, Franconia, N.H. Access trails widened, lift lines graded. New cafeteria and ski shop for sales and rentals. Parking increased. Thirty new rooms for overnight accommodations planned. Boston-Littleton bus service a possibility. Two new Sno-Cats for maintenance.

Mt. Cranmore, North Conway, N.H. Existing trails groomed and improved. Addition to summit cabin enlarges dining facilities. New machinery to cut down moguls. Ski school staff increased.

Temple Mt., Temple, N.H. Trails wid-

continued

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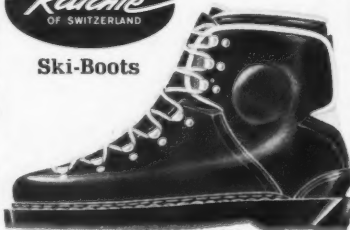
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Area Review

ened and smoothed. New practice area.
Parking for seventy-five more cars. Bill
Eagleson directs ski school.

Mt. Sunapee, Newbury, N.H. New
1950/445/800 Roebling T-bar increases
lift capacity twenty-nine per cent,
serves new ten-acre 2200/500 slope and
five-acre upper extension of the Duck-
ling. Parking for 500 more cars.

Tenney Mt., Plymouth, N.H. New area
plans to get into operation with Tebru
T-bar announced in 1959. Floods last
year postponed opening. Has six-acre,
1200-foot slope plus one trail.

VERMONT

Carinthia Ski Area, West Dover, Vt.
3600/800/1000 and 800/75/800 Dop-
pelmayr T-bars for this new area which
is on same mountain as Mt. Snow and
connects with it. Slopes for all classes of
skiers. Cafeteria-clubhouse part of large
lodge with shop and storage space will
be in operation this year. Developer
Walter Stugger will head ski school.

High Pond, Brandon, Vt. Existing trails
improved.

Sugarbush, Warren, Vt. New 3500/
1200/700 Carlevaro & Savio double
chair to serve four trails. Three new
trails for all classes of skiers varying in
length from 3,500 to 5,000 feet with
1,200-foot vertical drop. All trails
graded and seeded. Valley House cafe-
teria doubled in size. Parking for 100
more cars. At least four new lodges
nearby.

Okemo Mt., Ludlow, Vt. New 3000/
700/1200 and 600/75/400 Pomalifts to
serve three new trails for all classes of
skiers. Trails vary from one-half to one
mile in length with 700-foot vertical
drop. Other trails improved. Parking
space increased. More overnight accom-
modations nearby.

Mad River Glen, Waitsfield, Vt. One-
half mile of new trail. Eating facilities
enlarged by addition to Basebox.

Mt. Snow, Mt. Snow, Vt. New 2500/
500/1000 and 7600/1625/900 Telecar
double chair lifts. Four new trails for
intermediates and experts. Extensive
widening of novice and Upper Lodge
areas. 8,000-square-foot Sun Dance
base lodge will have food service, lift
tickets, ski shop and auditorium plus
500-car parking lot. Harvey Clifford ski
school staff increased. New Sno-Cat,
snow blower, three new bulldozers for
slope, maintenance. Dover-Wilmington
Vacation Council membership now
ninety-two offering increased overnight

accommodations. Valley Enterprises Bus Service goes to area.

Dutch Hill, Heartwellville, Vt. Extensive trail improvements, parking for seventy-five more cars. Two new lodges nearby. Loader for snow moving when necessary.

Mt. Mansfield, Stowe, Vt. New 6300/2020/950 Riblet double chair to serve eighteen trails. Four new trails for intermediates and experts. Lord and Ski-meister trails widened and graded. Octagon tripled in size. New overnight accommodations nearby.

Killington Basin, Sherburne, Vt. New Pomalift for novice area, A-frame ticket and ski school office, information booth at junction of Routes 4 and 100. Trails and slopes graded and improved. Two new trails, one for experts, have vertical drop of 1,750 feet. Swiss Jules Eberhard, formerly at Lake Placid, will head ski school. Many new overnight accommodations springing up in vicinity.

Pico Peak, Rutland, Vt. Trails cut last year have been smoothed and graded. Constam T-bar capacity increased from 600 to 840 per hour. New equipment garage and shop.

Mt. Tom, Woodstock, Vt. New 2200/425/580 Pomalift will replace rope tow at this beginner-intermediate area. Laurence S. Rockefeller has bought the area and has remodeled barns on the property into a lodge with first aid room and rest rooms. Parking for 100 cars. Claude Gaudin, French ski instructor, will head the school.

Burke Mt., East Burke, Vt. New 1200/175/850 Pomalift to serve open slope. New novice trail. New by-pass from top shelter to toll road and new slalom glade area.

Mt. Ascutney, Windsor, Vt. Larchmont 700/100/700 rail chair lift will be in full operation this year after testing. Serves new twelve-acre open slope. Trails widened, parking lot enlarged. Larchmont snow making equipment extended.

Jay Peak, North Troy, Vt. New 5200/1448/800 Mueller double chair to serve three trails. Two new trails. New ski school area. New snack bar. Parking space increased. Dormitory accommodations for boys and girls.

Magic Mt., Londonderry, Vt. 2100/448/1150 Hall T-bar for this new area headed by Hans Thomer. Lift serves two large open slopes with 500-foot drop. Thomer will direct ski school. Base chalet will have cafeteria, ski shop, rentals, first aid room and administrative offices. Future plans call for Swiss-style cottages privately owned as well

continued

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Area Review

as commercial area with inns, motels, restaurants and other businesses.

Stratton Mt., Stratton, Vt. Construction has begun in anticipation of opening next year. Comprehensive plans made for year-round recreation center. Three double chair lifts expected to be ready for 1961-62 season.

MASSACHUSETTS

Otis Ridge, Otis, Mass. Existing trails improved. New building will be used for ski shop, rentals, ski school and first aid room which were in main lodge. Main lodge lounge and cafeteria space will be enlarged. Road to Meadow hard surfaced and parking space enlarged.

Chickley Alp, Charlemont, Mass. New rest rooms and lunch room.

Berkshire Snow Basin, West Cummington, Mass. New 2500/550/1000 Doppelmayr T-bar. Slopes and trails extended to top of T-bar. New lodge and ski shop. Parking area doubled. Route 9 reconstruction completed.

Mt. Tom Ski Slope, Holyoke, Mass. 1200/250/800 Roebing T-bar for this new area. Two runs planned, one for

novices and intermediates ready for this winter. It will be 1,000 feet long with a 225-foot drop. Small lodge ready for this season. Parking for 1,000 cars.

Boston Hill, North Andover, Mass. J-bar installed last year will be in operation this season. Snow making system redesigned for greater coverage. Ski shop enlarged. New rental equipment.

PENNSYLVANIA

Elk Mountain, Uniondale, Pa. New 3800/910/800 Hall double chair to serve seven trails. Four new trails three-quarters of a mile to two miles long for all classes of skiers. Lodge enlarged. Additional parking. Plans under way for development of a self-contained village at area.

Denton Hill, Coudersport, Pa. New rope tow planned. Trails graded and improved. New lodge completed for opening this year. New Caterpillar for snow maintenance.

Seven Springs, Champion, Pa. New rope tow to serve new open slope 400/100. New rental shop with 600 rental sets. Parking for 3,000 cars. Night skiing area increased. New snowplow. Access road widened and paved. Ski school now has five full-time instructors.

Hidden Valley, Somerset, Pa. 119 acres added for cross-country skiing and new trails. New rental shop, parking increased. Additional dorm space and private rooms being installed.

Laurel Mountain, Ligonier, Pa. New 2000/500 intermediate trail. All slopes groomed. Parking for fifty more cars.

CONNECTICUT

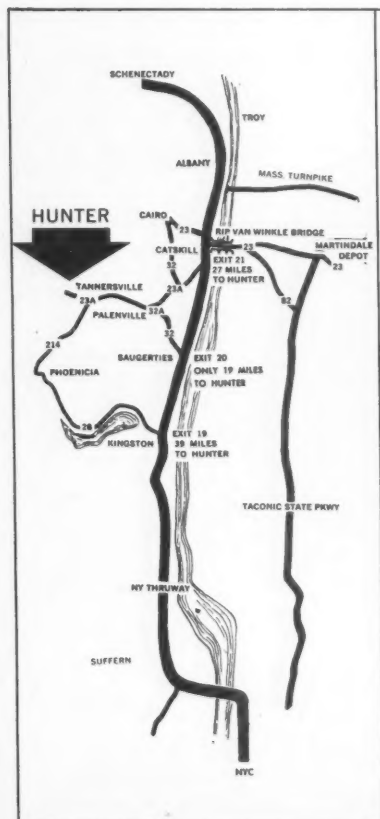
Mohawk Ski Area, Cornwall, Conn. New 3000/600/1000 Savio double chair to serve whole area. Redesigning Housatonic trail for new snow making equipment. Rest rooms improved. Channing Murdock is new area manager.

MARYLAND

Deep Creek Ski Area, Oakland, Md. New 3000/410 intermediate trail. New thirty-meter and practice jumps. Additional parking.

VIRGINIA

Homestead, Hot Springs, Va. New rope tow to serve two trails. One new beginners' trail. Lodge doubled in size. Ice rink enlarged. **END**



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NEW DOUBLE CHAIR LIFT A MILE LONG • NEW BEGINNERS' SLOPE WITH 2 ROPE TOWS
NEW TRAILS AND SLOPES FOR EXPERTS AND INTERMEDIATES • NEW BASE LODGE FACILITIES
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The luxurious Corviglia Ski Club high above St. Moritz

The World's Most Exclusive Ski Club

by Hans Heinrich

Photographs by Rudolf Schloss

Once upon a time, when bobsledding, tobogganing and sleigh riding were socially "up" and skiing was new and socially "down," there gathered in St. Moritz a slightly rebellious offshoot of the "International Set."

Under the auspices of the Duke of Alba, they formed the Corviglia Ski Club, an institution which was to rival anything offered by the St. Moritz clubs based on other sports.

Considering that the work of skiing's pathfinders was still in its beginning stages, it was all a little daring. Only a few hardies were actually practicing downhill skiing, and then only when the toboggan and bobsled runs were closed. The custom was to take the only funic-

continued

*Mrs. Stavros Niarchos and Mrs. Aristotle
Onassis with their instructor Eddie Reinalter*





Cole Leslie, Mrs. Loel Guinness and guest Noel Coward



Art Buchwald interviews Mrs. Giovanni Agnelli



Elsa Maxwell and Baroness Guy de Rothschild watching (above) the Piz Nair club race (below)



Corviglia Club

ular in St. Moritz up to Chantarella, then hurl yourself down a gentle slope that ended up at Suvretta. Even this much singed the hair of the elders of the international set. St. Moritz, after all, had made its reputation in the years before World War I as a place where the aristocracy came to drink campagne after interminable sleigh rides. Skiing carried with it the flavor of beer and was generally considered vulgar.

But the elders of the international set had no more luck with its younger generation than other elders in the Roaring Twenties. Every year more insisted on skiing.

Lifts in those days were not necessarily part of the facilities of winter resorts. Those in existence, such as St. Moritz's Chantarella, were primarily for sightseers, not skiers. For St. Moritz the breakthrough came when the funicular to the Corviglia plateau was completed in 1930.

It was this development which prompted the formation of the Corviglia Ski Club. And so impeccable were the credentials of its founding members that the conservatives of the international set had to recognize that skiing had finally "arrived."

The club soon demonstrated that it planned to take charge of the situation in St. Moritz. It built its club house close to the upper terminal of the Corviglia funicular, over 8,000 feet above sea level. This building, according to the club history "had the simple atmosphere of a mountain hut with rough and ready service and a rudimentary cuisine . . ." After two years of this, sensitive palates objected and Andrea Badrutt and his Palace Hotel staff were installed and "both the service and cooking greatly improved." Badrutt has been there ever since.

One of the most popular fixtures of the club are the moonlight parties. Special funicular trains take up the party goers in the evening and return them at midnight if they don't want to ski down carrying torches.

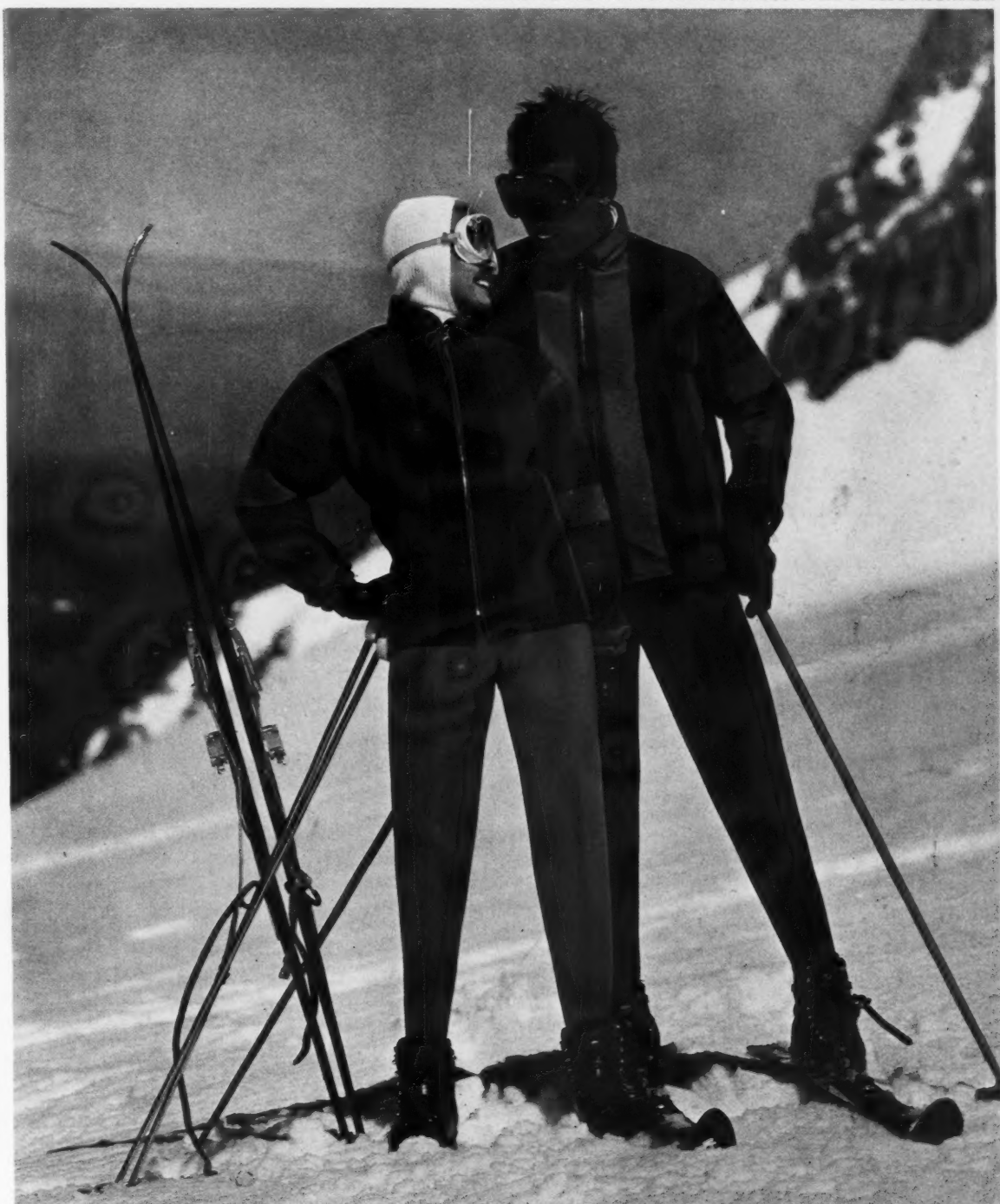
Just in case someone is under the misapprehension that skiing is secondary, the club sponsors several races each season and one of the desirable qualities of its annually elected Corviglia Glamor Girl is "the winning of skiing competition." Moreover, the location of the club is a strong inducement to ski.

The Corviglia Club goes to considerable lengths to guard its exclusive premises. For instance, only life members, of which there are only 150, can bring guests to the club, and the screening procedure for attaining such status is, to put it mildly, stiff. On its life membership list, the club has a goodly portion of Europe's remaining aristocracy and many of the world's most important tycoons and their wives.

But its security measures do not stop there. The club rules specify that the "living room and other premises of the Club (are) forbidden to ski teachers and guides . . ." and "always forbidden to nurses and governesses . . ."

There is nothing comparable in the ski world. The Corviglia Club not only gave skiing status, it intends to keep it as its exclusive property.

END



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Stowe, Vt.

Although the sloganeering potential of the words Stowe and snow are virtually endless, it is significant that little of this sort of thing has found its way into print. On the few occasions when it has, the suggestion that the two are inextricably intertwined was, at best, muted.

The fact of the matter is that Stowe, Vt., does not take kindly to

common-run adjectives and inflated hyperboles. As one Mt. Mansfield habitue explained it, "It would be as superfluous as Tiffany saying that it was selling jewels."

Actually, in the better-than, bigger-than and more-of departments, Stowe is topped by several resorts in the United States, although it is doubt-

continued page 127

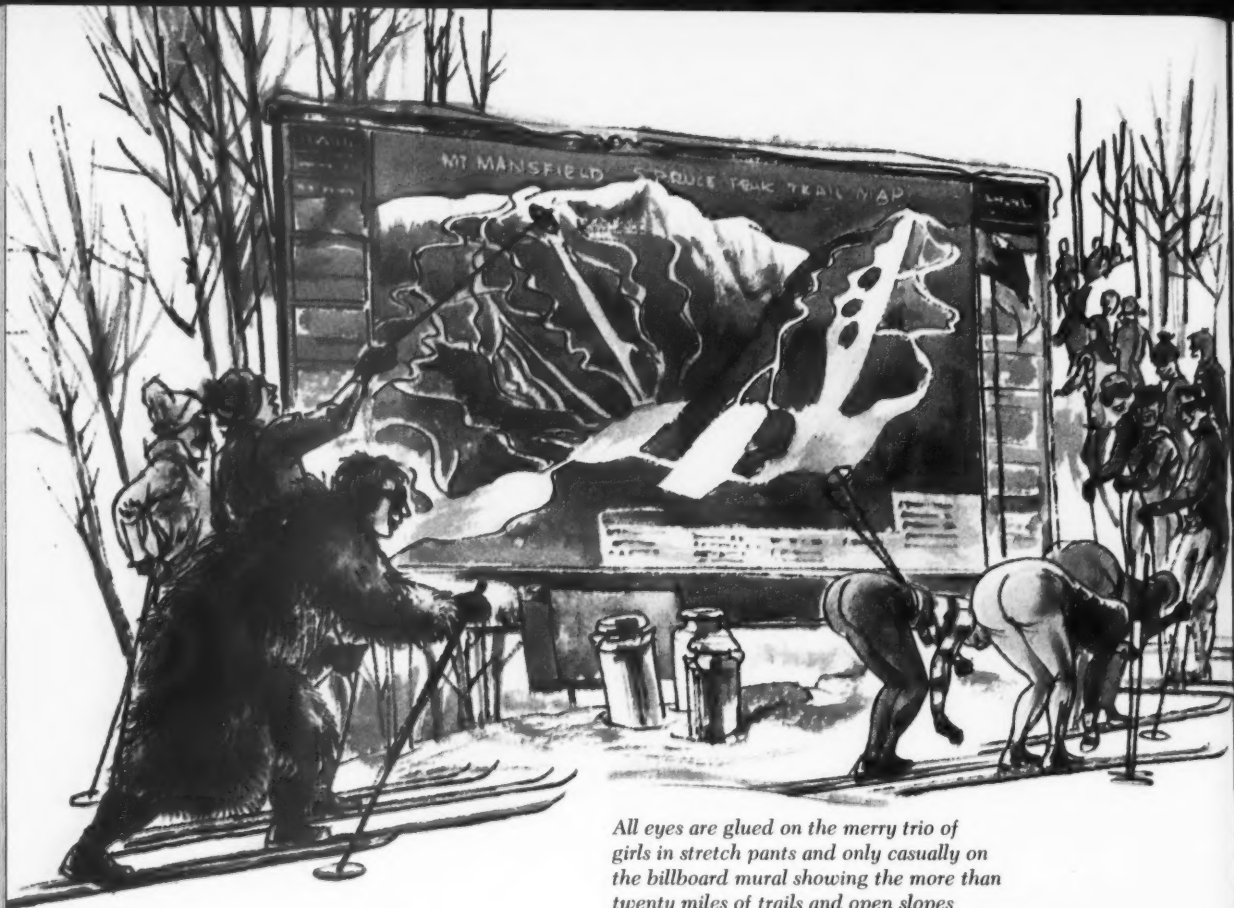
Sketches and text by James Lewicki



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All eyes are glued on the merry trio of girls in stretch pants and only casually on the billboard mural showing the more than twenty miles of trails and open slopes available on Mt. Mansfield and Spruce Peak



"One, two, three. Okay! Follow me!" One of the forty instructors of the Sepp Ruschp Ski School is guiding a group of beginners and brushers-up through the fundamentals of skiing

Meanwhile, in the ski shop the little woman is threatening to buy one of those chic fur hat and parka outfits if hubby insists on spending the food money on one of those pairs of little short skis he's been looking over





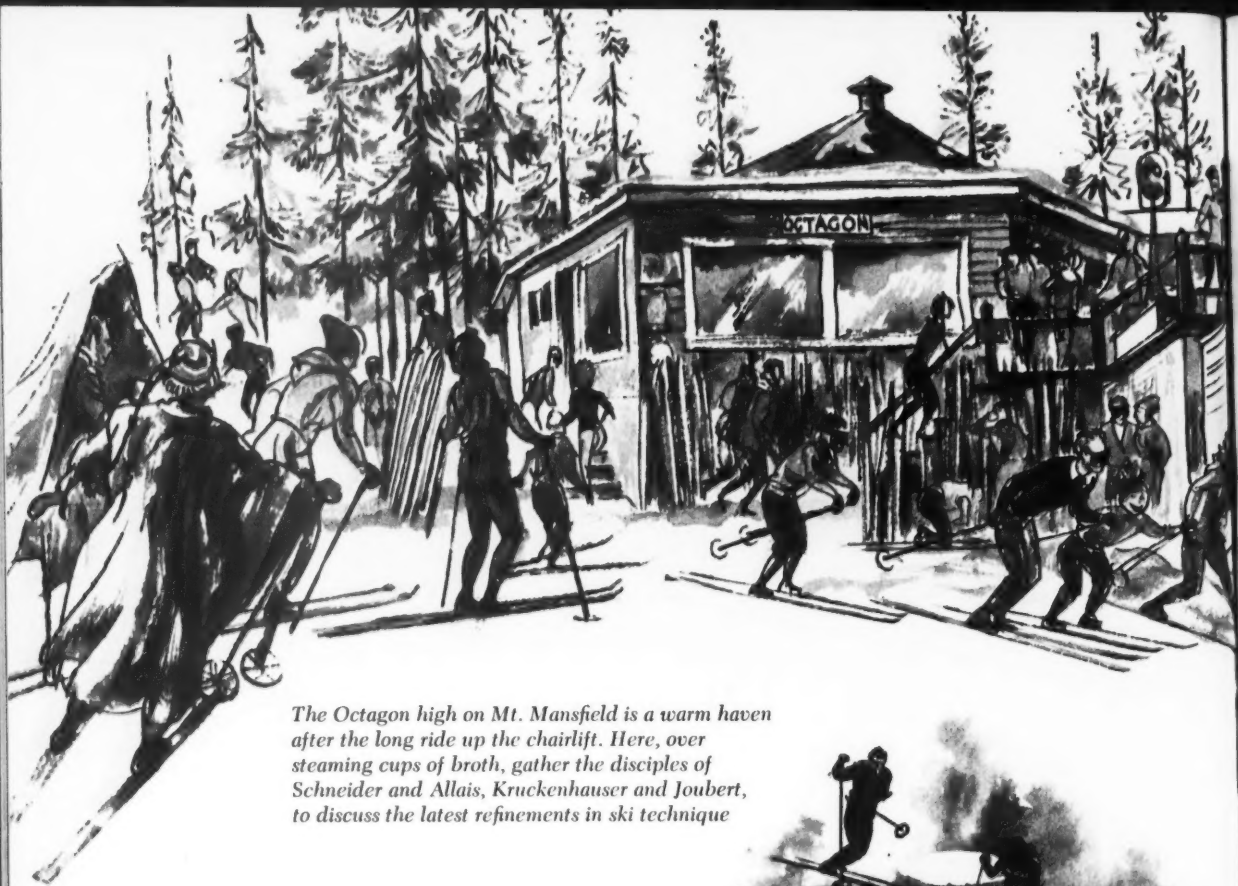
The double chairlift up Spruce Peak offers a breathtaking panorama of Mt. Mansfield. Below is Main Street where everyone, from snow bunny to Olympic champ, likes to frolic. The skier at the left pauses for prayers before taking hair-raising Nosedive



The international racing elite makes Stowe one of the regular stops on the competitive circuit. The National has seen great stars perform feats which left even the experts gasping



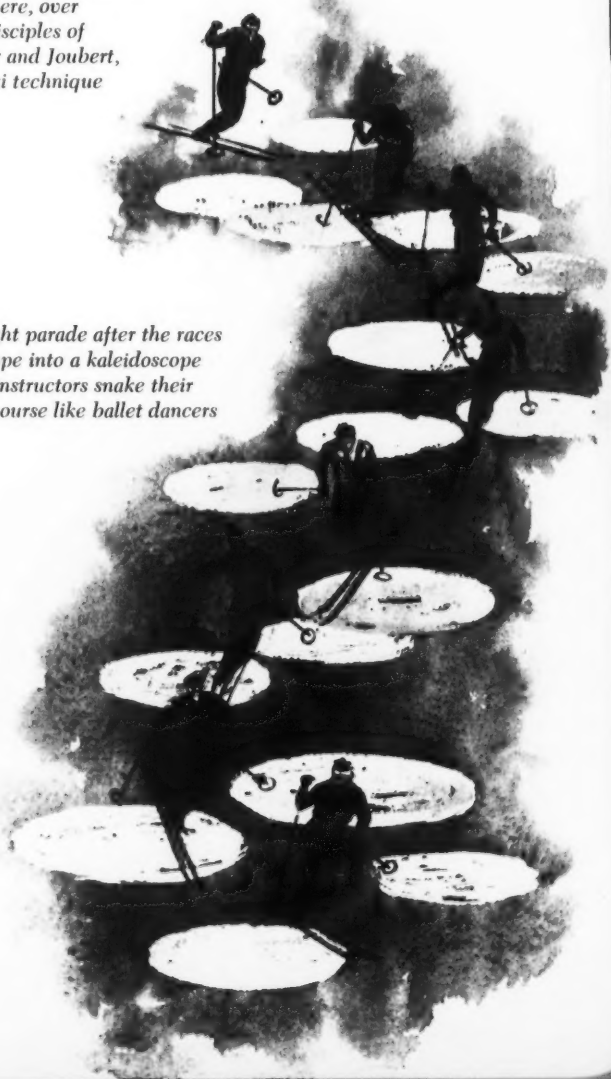
LEWICKI



The Octagon high on Mt. Mansfield is a warm haven after the long ride up the chairlift. Here, over steaming cups of broth, gather the disciples of Schneider and Allais, Kruckenhauser and Joubert, to discuss the latest refinements in ski technique



After an exhilarating day of skiing there is nothing quite so bracing as a sauna, which is the exclusive feature at the Scandinavian Inn, one of sixty-five places to stay at Stowe



The torchlight parade after the races turns the slope into a kaleidoscope of lights as instructors snake their way down-course like ballet dancers



The Sunday buffet at the Lodge is the best of reasons for getting to work late on Monday morning. Among the many epicurian delights offered are stuffed birds and suckling pig



The warm, informal atmosphere and the opportunity to loosen up stiffening joints on the dance floor draws apres skiers to a converted barn which has the amusing name of Baggy Knees

Lulled and soothed by the strains of a soft guitar, the hissing of melting snow and the enveloping warmth of a crackling fire, skiers end their day blissfully dreaming of never-ending downhill runs

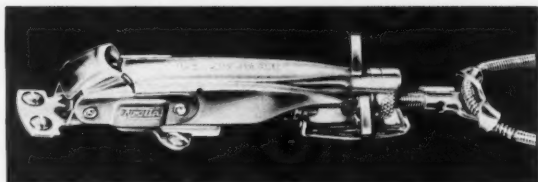


LEWICKI

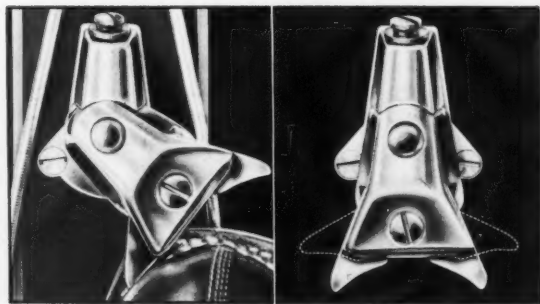
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STOWE, VT.

continued from page 120

ful if any single one does so on all counts. But this is not important since Stowe's standing as one of the places to ski rests on an entirely different foundation.

Skiing in Stowe is a tradition spanning more than a quarter of a century. This is about ninety-five per cent of the ski history of the United States. Virtually every development in skiing is mirrored here. And it has made several contributions of its own, not the least of which is that it retains its original flavor despite a booming growth far, far beyond the original expectations of its founders. It has accomplished this by bringing back skiers year after year, literally watching them grow from childhood to adolescence into adulthood, from proud parents into prouder grandparents. The third generation is now skiing at Stowe, which is probably as good a reason as any for much of the casual, friendly banter you hear exchanged between seemingly unre-

lated and unacquainted people.

To explain the impact of any resort on a group of people is always difficult. There are literally hundreds of facets to the personality of a place which will escape the casual visitor, while others, on the surface important, actually count for little in the overall scheme of things. To pick the right strand in this knotty problem, particularly when it concerns a well and long established institution like Stowe, is virtually impossible.

Yet here we have a small New England village which through sheer force of personality has not only had a vital influence on its own ski region, but also on the rest of the United States and much of the rest of the skiing world itself. How come?

I liked the explanation of an instructor from another Eastern resort, who was riding the double chair up Spruce Peak with me. In response to my question why he was skiing Stowe, he told me, "They take skiing seriously here. It's not just a place to take a run between sessions on the sun deck."

The answer was given in such a mat-

continued



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Stowe, Vt.

ter-of-fact way that it was entirely convincing. Stowe is surely not the only resort in this country where skiing is "a way of life," but despite a history which pre-dates skiing by more than a century and a half, skiing is the only thing which seems to have made a deep and lasting impression on what would otherwise have been a sleepy Vermont town.

This explains, for instance, why you rarely hear Stowe described as "quaint" or "charming." Take away the crowds which swarm through its streets over the weekend and you have a picture-book New England village. Yet few think of Stowe in this way. To those who ski here it is for all practical purposes "home." And a goodly number—the lucky ones who can afford it—have done more than just call it that. They've actually built winter homes here and many spend more time here than at their permanent addresses.

The credentials of many Stowe's visitors—permanent and transient—are impressive and carry weight not only in skiing, but also in the fields of industry, society and entertainment. Despite this, Stowe has never had a reputation as exclusive or chic although some of its restaurants and lodges could be described as such. Actually, within the course of a season it attracts a good cross section of the ski world, ranging from ski bums, who work only enough so that they can ski, to titled aristocracy, who ski so that they can get enough work.

That they come to ski is obvious. But they come for a particular type of skiing—the "way-of-life" skiing. And, although the weekends are short, they also come to watch. Stowe is probably one of the few places where a race can draw a crowd. There were probably more knowledgeable skiers watching the American Internationals here last season than at the Olympics at Squaw Valley. As each runner went by the crowd went into an excited buzz of technical discussion which was far over the head of an artist who happens to ski. As the skiers whizzed down the Nosedive after the race, they were already practicing the refinements demonstrated by Perillat, Leitner, Vuarnet and Lanig.

This technical interest in skiing doesn't stop on the slopes. It carries over into the conversation which goes on continuously around the fires burn-

ing in every ski lodge and dining room.

When I say that Stowe takes its skiing seriously, I don't mean that its skiers are straightlaced. On the contrary. They enjoy gay nightlife, and there are plenty of appropriate spots to cater to their varied tastes. The point is that these spots are tailored to their needs, fitting smoothly into the overall scheme of things rather than dominating the entire picture. Nightlife, as a result, is comfortable and unstrained.

Although expanding skidom keeps Stowe constantly on the move, its basic outlines have remained unchanged over the years. There is a feeling of permanence here, which in its own subtle way is an attraction. Restless skiers, maybe feeling a little jaded by their rounds of other resorts, come to rest here, knowing that at Stowe they will find all the nuances which make skiing such fascinating sport.

STOWE DATA

Location: Stowe, Vt., on Rt. 100; Mt. Mansfield and Spruce Peak on Rt. 108 out of Stowe.

Distances (road): New York 334 miles; Boston 216 miles; Montreal 139.

Plane Transportation: Northeast Airlines to Montpelier and Burlington; Eastern Airlines to Burlington.

Rail Transportation: Central Vermont Railroad to Waterbury, Vt., 10 miles from Stowe

Car Rental: Avis and Hertz at both airports and at station.

Lifts: 1 single and 2 double chairlifts and 3 T-bars serving 21 trails on Mt. Mansfield and Spruce Peak.

Lift Tickets: \$6.50 a day for adults on all lifts. Half price for children under 14. Lower day rates on T-bars.

Hotel Reservations: Phone Stowe, Alpine 3-7652 or write Stowe Area Association, Stowe, Vt.

Ski School: Sepp Ruschp Ski School with 35 instructors.

Ski Shops: Leahy's Ski and Sports Shop, Stowe; Mt. Mansfield Sports Shops at Spruce House and Toll House; Smuggler's Shop, Stowe Center; Shaw's General Store, Stowe; and The Ski Shop Inc., Stowe.

Snow Information: Phone Stowe, Alpine 3-7652 or call Vermont Development Commission offices in New York and Montreal. **END**

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Salt Lake City teacher Ardelle Carlson gives "dry land" ski classes not only to initiate beginners, but also to condition muscles of more experienced skiers

Salt Lake's Schools Show the Way

Skiing parents wondering why their favorite sport isn't taught in the schools will find the reasons and the remedies in this article

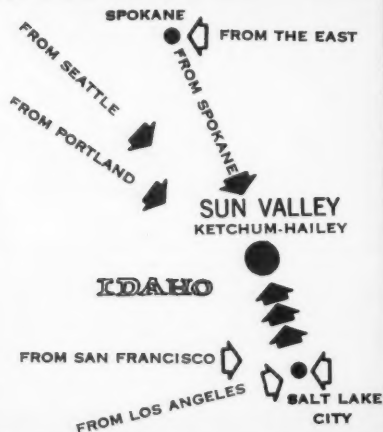
by JACK GOODMAN

Photos by Nelson Wadsworth

Although a dozen or more secondary schools in and around Salt Lake City lie in the shadow of Utah's soaring Wasatch peaks, it was not until the past two years that skiing has begun to

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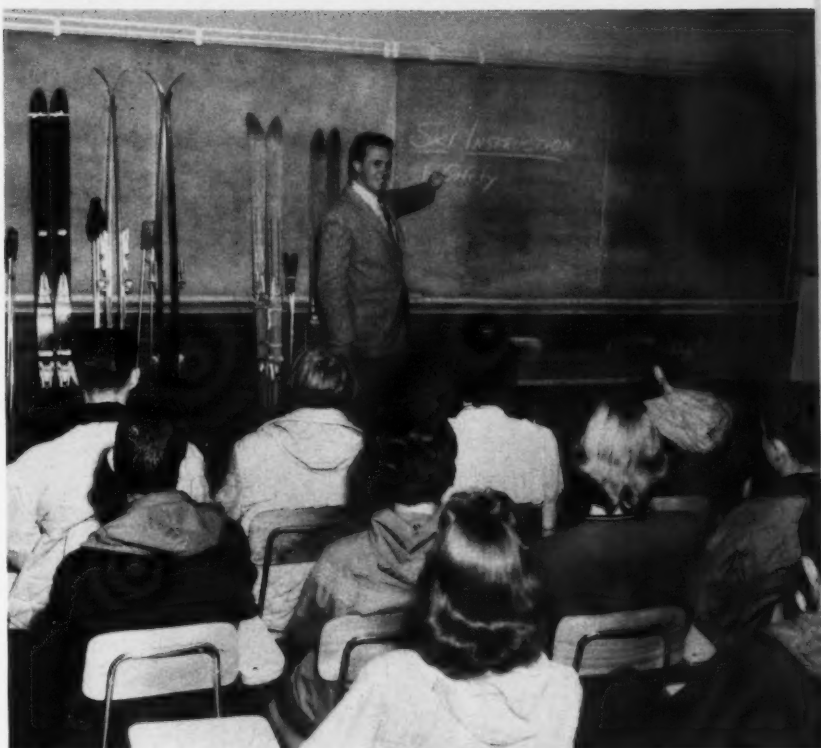
enter the school curriculum. A variety of problems, ranging from a lack of certified skiing teachers to remnants of parental disapproval, have retarded efforts to integrate skiing into the physical education course.

If a community as ski conscious as Salt Lake City has trouble bringing skiing into its schools, what about less favorably located communities? It was this problem which prompted the formation of the National Ski Association's committee on school skiing, which spent over a year analyzing the factors which are now preventing the sport from gaining its deserved place in the nation's schools.

"The critical flaw in our past approach to schools," the committee decided, "has been our failure to convince school authorities that we are concerned about the welfare of every pupil . . . We believe that we can readily overcome these flaws by making it clear to all that our real concern is to make the benefits of skiing available to as many persons as possible."

Having reached this conclusion, the committee then outlined a program designed to overcome many of the objections of the past. While the report

continued



Bill Lash, one of this country's technique authorities, was one of the guest speakers in the classroom sessions held for Salt Lake City high school skiers

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School Skiing

is too new to have been adopted by any school, Dr. James M. Russell, chairman of the committee, cited the Salt Lake City system for teaching skiing as coming as close to the committee's recommendations as any he knew and as an example of a good school skiing program.

Typical of the schools taking part in the program is Salt Lake's Highland High. There, neophyte skiers now receive instruction in safety and courtesy annually from Intermountain Ski Association officials before they ever don a ski boot. Ski-minded teachers in the school's own physical education department give "dry land" instruction during after-school hours on Highland's playground or in its spacious gymnasium.

When snow mantles the 11,000-foot peaks, youngsters board chartered buses to Brighton at special low rates. Once there, they receive free instruction under certified skimeisters furnished through the Salt Lake County Recreation Association and K. Smith's Brighton ski school. Progressing from the rope tow to intermediate and expert lifts, students "graduate" to the ranks of the West's recreational and competitive skiers.

Dr. Howard A. Bellows, a member of the committee on school skiing and until recently the head of Salt Lake's physical education program, feels the sport is becoming more important in the curriculum.

"Some day soon," Dr. Bellows said, "it will parallel basketball and volleyball as a program for all our able-bodied youngsters."

Dr. Bellows and other Salt Lake educators believe widespread, formal-

On the lawn of Highland High School Salt Lake City teacher Ardelle Carlson gives a practical hint on how to fall



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On the slopes the program continues with the aid of certified instructors

ized instruction will follow more rapidly after college-level ski-training courses provide more qualified physical education teachers with ski instruction certificates. Bellows says each of Salt Lake City's four senior high schools, as well as a dozen sizable high schools in the adjoining Granite, Jordan, and Davis school districts, could use teachers with such training.

Meanwhile, Mrs. Jerome Landa, member of the Salt Lake City Board of Education, although "delighted and impressed" with the present mass-skiing efforts, points to the high costs involved.

"Costs are, of course, a factor in any skiing program," Mrs. Landa admits. "Some parents simply can't afford equipment for their youngsters. Tax-payers could complain with considerable validity if the schools tried to meet the cost of equipping skiers."

Despite this factor, "dry land" courses have been expanding at three of the city's four high schools and in ten of its junior highs. Teachers, all volunteers, receive general instruction at clinics held under National Ski Association auspices. As many as eighty-five educators from the Salt Lake region have attended these clinics. The forty Salt Lake City senior and junior high school teachers who were at the most recent clinic returned to their schools, announced the availability of ski instruction, and were swamped instantly by about fifty youngsters apiece.

Ardelle Carlson, girl's physical education instructor at Highland High, typical of the region's new secondary schools, explains the success of the program.

"They all want to be skiing by Christmas vacation," she said, "so there's plenty of pressure to start early." Even before winter's first snow sprinkles the

continued

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School Skiing

Brighton and Alta slopes, a lively group of youngsters crowds sunlit Room 233 for her series of pre-ski lessons.

"My stress," she explained, "is on selection of equipment, care of equipment, ski etiquette, and always ski safety. We use visual aids, a blackboard drawing, a chart or two, and films borrowed from ski groups and official sources.

"Then there's conditioning, muscle training. Youngsters walk on skis before they ever see a slope.

"Finally, we move outdoors onto the lawns or the playgrounds for a few simple lessons in learning how to fall, how to rise, and, oh yes, how to fasten bindings.

"By the time our one to two hundred beginners from Highland hit Brighton with the other 2,000 kids on a winter Saturday, they're not so green."

Early class sessions include visits from sports dealers, such as Jimmy Brown. He demonstrated a variety of safety bindings, and while he made no merchandise "pitch," he advised the youngsters to "choose solidly built, standard equipment rather than flashy trash, to keep safety and comfort uppermost, and to remember equipment treated well can last for many years."

"The ski program in the area is a little less hit and miss," says Dr. Bellows, "now that we've gotten our program under way. There's much to be done. For instance, we're working with Bill Lash and encouraging our own teachers to enter the ski program more fully and to get certificates.

"The big hope is that the University of Utah will enter the program and give ski-instructor courses for prospective high school teachers."

Until that hoped-for day when ski-slope instruction can be dovetailed into classwork hours of Salt Lake City schools, actual on-slope instruction of the over 2,000 youngsters who take organized class training is handled on Saturdays by NSA-certified teachers supervised by Brighton's K. Smith.

A typical skiing Saturday in January or February finds the young high school skiers converging on 9,000-foot Brighton Basin. Unloading in the sunny, frosty-cold parking area, they swarm to the base of the Mt. Majestic lift lines. Although many are newcomers to skiing, they are confident youngsters, thanks to the many important lessons learned in the classrooms and on the lawns of Salt Lake City's schools. **END**

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I Learned About Skiing From That

by Ernie Blake

Manager, Taos Ski Valley, N.M.

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Six years later when we were cutting new slopes northeast of Taos in a giant snow bowl surrounded by high peaks we remembered the Forest Service warning.

After each new snow we strapped on climbing skins in the early morning and climbed above the lifts to ski, ski and ski again until the steep trigger slopes were as hard as rock.

All went well through the winter, but as time went by we got a little careless, and let the snow pile up a bit. Then it was April and time for our big race. We were busy, but the day before the race we decided to make a final check.

We had volunteers galore to climb way up and ski the new snow into solidity. After packing, we all took off at once into the deep, barely windcrusted powder. Suddenly there was an ominous groan, a sharp crack and, with no other sound, a cloud took off almost under our feet. It gained speed, attaining an awe inspiring girth, as it flowed down the mountain.

A sled, a spool of wire, broken slalom poles garnished with flags would rise above the rushing white cloud then be sucked back into the maelstrom. When the area became visible again trees were broken off and tossed around and our race equipment looked like the remains of a routed army. Fortunately, there was no one in the slide.

We didn't say much about it to each other, but we have never shirked our avalanche patrol assignment.

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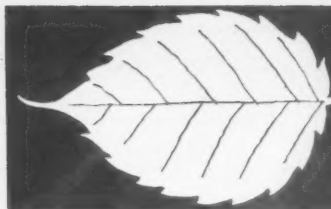
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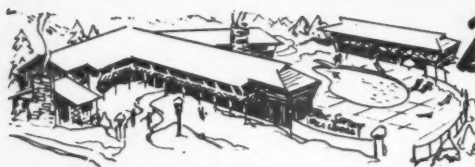
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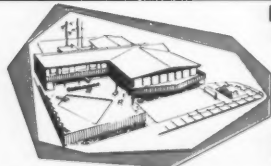
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T-Lazy-7 Ski Ranch Aspen, Colorado
Phone: WALnut 5-7254

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Ria and Bill Beyer

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the Smuggler

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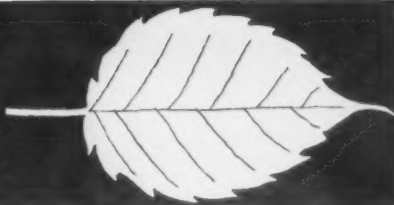


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Lounge,
Complimentary
Breakfast
Afternoon Tea

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Aspen 1, Colorado. Phone: WALnut 5-3434

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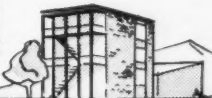
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Aspen, Colorado

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60-61 COMPETITION SCHEDULE

KEY: D-Downhill; S-Slalom; GS-Giant Slalom; XC-Cross Country; J-Jumping; C-Combined; Ch-Championships; M-Men; W-Women; O-Open; A-Class A; B-Class B; C-Class C; V-Veterans; U-Unclassified. When not included in title of race, classes of entries are appended in parentheses. Dates are subject to change.

INTERNATIONAL

Jan. 11-14	Women's D/S/GS/C/XC	
Jan. 14-15	Lauberhorn D/S/C	
Jan. 21-22	Hahnenkamm D/S/C	
Jan. 27-29	Grand Prix D/S/C	
Feb. 11-12	Coppa Tre Comuni D/S/C	
Feb. 26	International J	Nansen SC
Mar. 4-5	S/GS/C	
Mar. 10-12	Arlberg-Kandahar	

GRINDELWALD
WENGEN
KITZBUHEL
MEGEVE
SELVA-ORTISEI
BERLIN, N. H.
KRANSKA GORA
MURREN

NATIONAL

Feb. 11-12	Snow Cup	Salt Lake JC
Feb. 17-19	Griffin Mem.	
Feb. 19	Nat. J Ch.	Brattleboro OC
Feb. 24-26	Roch Cup	Aspen SC
Mar. 3-5	N. Amer. Alpine Ch.	Lake Placid SC
Mar. 10-12	NCAA Ch.	Middlebury OC
Mar. 11-12	30km XC Ch.	Pineland SC
Mar. 11-12	Nat. Vets D/S Ch.	Sugar Bowl SC
Mar. 16-18	Nat. Jr. Nordic Ch.	Lake Placid SC
Mar. 16-18	Nat. Jr. Alpine Ch.	Mt. Mansfield SC
Mar. 17-19	Nat. D/S/GS	
Mar. 24-26	Harriman Cup	Sun Valley SC
Apr. 2	Nat. Vets GS	Taos WSC

ALTA
WINTER PARK
BRATTLEBORO
ASPEN
WHITEFACE
MIDDLEBURY
ANDOVER
NORDEN
LAKE PLACID
STOWE
WILDCAT
SUN VALLEY
TAOS

CANADIAN NATIONAL

Feb. 12	Ryan Cup GS	
Feb. 15	Special Inv. J	
Feb. 18-19	Can. Alpine Ch.	
Feb. 25-26	Jr. 4-event Ch.	
Mar. 3-5	Spec. J/XC Ch.	Revelstoke SC
Mar. 4-5	Que. Kandahar	
Mar. 11-2	Adams Cup Alpine	

MONT TREMBLANT
SAULT STE. MARIE
JASPER
REVELSTOKE
MONT TREMBLANT
MONT ORFORD

EASTERN

Dec. 10-11	GS/XC/J (OMAB Jr. A)	Franconia SC
Dec. 11	D/S (MWABC Jr. A)	Pico SC
Dec. 31	N.Y. Jr. J Ch.	
Dec. 31		
Jan. 1	Nordic C (MABCU Jr. I, II)	Lyndon OC
Jan. 1	J (MAB)	Sno Birds
Jan. 6-8	D/GS/XC/S (Jr. I, II)	Saranac Lake SC
Jan. 7	Brad Mead GS (MWOBAB)	Pico SC
Jan. 7	J Tourn.	Norsemen SC
Jan. 8	Orvis GS (MWAB)	Bromley SC
Jan. 8	Tokle J Tourn. (MABCV Jr. I-IV)	Bear Mt. SC
Jan. 8	S (Jr. I, II)	Lyndon OC
Jan. 14	Pa. XC Ch. (MOABC)	Laurel Mt. SC
Jan. 14	J Tourn. (MABCV)	Swedish SC
Jan. 14	USEASA 4x10 Ch.	DOC
Jan. 14-15	Inv. 4x10 XC/J (MABC)	DOC
Jan. 14-15	D/S/XC (MABC Jr. I, II)	Polar Bear SC
Jan. 15	USEASA Vets GS Ch. (MW)	Bromley SC
Jan. 15	N.J. J Ch.	Odin SC
Jan. 15	GS (Jr. I, II)	Sugarloaf SC
Jan. 21	J. Tourn. (MABUV)	Telemark SC
Jan. 21	R.I. D Ch. (MWABCUV Jr.)	R.I. SR
Jan. 21-22	Jr. J/XC/C Ch. (Boys I-IV)	Salisbury WSC
Jan. 21-22	USEASA Apline C Ch.	Mt. Mansfield SC
Jan. 21-22	Stowe Cup D/S/C (MWAB Jr. A)	Mt. Mansfield SC
Jan. 22	USEASA 4x5 Ch. (Boys I-IV)	Putney SC
Jan. 22	GS (MWBCU)	Wakefield SB
Jan. 22	N.Y. J Ch. (MABCV)	Norway SC
Jan. 22	Jr. GS (Jr. I, II)	Bromley SC
Jan. 24	Jr. Slalom	Penobscot Valley SC
Jan. 27-29	N.Y. Jr. D/S/GS (Jr. I, II)	Polar Bear SC
Jan. 28	Silver GS (MWCUV)	Prospectors
Jan. 28-29	W. Pa. D/S (MWU)	W. Pa. SC
Jan. 28-29	Inter-Club S/GS	Centre SC
Jan. 28-29	Ahearn D/S/GS (MWCU Jr. I-IV)	Royal Mt. SC

CANNON MT.
KILLINGTON
LAKE PLACID
LYNDON
LAKE PLACID
SARANAC
PICO
BEAR MT.
BROMLEY
BEAR MT.
LYNDON
LIGONIER
BEAR MT.
HANOVER
HANOVER
OLD FORGE
BROMLEY
BEAR MT.
KINGFIELD
BEAR MT.
CRANMORE
SALISBURY
STOWE
STOWE
PUTNEY
WILDCAT
BEAR MT.
BROMLEY
DEDHAM
OLD FORGE
BRIDGTON
CHAMPION
BELLEAYRE

Jan. 29 USEASA GS Ch. (WABCMA)
 Jan. 29 GS (MWCU)
 Jan. 29 J/XC/C Ch. (MABCV Jr. I, II)
 Jan. 29 Strife J (MABC Boys I, II)
 Jan. 29 GS (Jr. I-IV)
 Jan. 29 Vt. Jr. J Ch. (Boys I-IV)
 Jan. 29 Henry Mem. S (M)
 Feb. 3-4 High School Carnival
 Feb. 4-5 Pa. Jr. D/S Ch. (Jr. I-IV)
 Feb. 4-5 Dartmouth Carnival
 Feb. 5 Fisk GS (MWAB)
 Feb. 5 Snow Kat S (Jr. I, II)
 Feb. 5 GS (Jr. I, II)
 Feb. 5 Marco S (Jr. I-IV)
 Feb. 5 Hochflierer GS (MWCU)
 Feb. 5 Gibson S (MWOAB)
 Feb. 5 Inv. J (MABCV Jr.)
 Feb. 10-11 Williams Carnival
 Feb. 10-12 Inv. D/S/GS/XC/J
 Feb. 11 Jr. GS (Jr. III, IV)
 Feb. 11 LTC Slalom (M)
 Feb. 11-12 S/GS/C/XC (MW Jr.)
 Feb. 12 USEASA J Ch.
 Feb. 12 Conn. D/S/C Ch. (MWABCUV)
 Feb. 12 Inv. J (MABV)
 Feb. 12 Jr. GS (Jr. I-IV)
 Feb. 12 N.Y. Jr. J/XC/Ch.
 Feb. 12 N.E. College D
 Feb. 17-18 St. Lawrence Carnival
 Feb. 17-18 N.E. Intersch. Ch.
 Feb. 18 Trophy J (Boys I-IV)
 Feb. 18 Inv. J. Tourn. (OMABV)
 Feb. 18-19 N.Y. D/S Ch. (MWOABC)
 Feb. 18-19 Me. Jr. Nordic C Ch.
 Feb. 18-19 Hudor Mem D/S (Jr. III, IV)
 Feb. 19 Conn. Jr. Alpine Ch. (Jr. I-IV)
 Feb. 19 N.E. Jr. GS
 Feb. 19 Tufts Slalom
 Feb. 22 Inc. J. (MAB)
 Feb. 24-26 USEASA Jr. Alpine Ch.
 Feb. 25 Jr. S (Jr. III-IV)
 Feb. 25 M.I.T. GS
 Feb. 25-26 Mem. S/D (Jr.)
 Feb. 25-26 USEASA Jr. Nordic Ch.
 Feb. 26 Inv. J Ch. (MABV)
 Feb. 26 USEASA GS (MWC)
 Feb. 26 Osborn S (M)
 Feb. 26-27 Inv. S/GS/C (MWOABCUV)
 Feb. 28-29 N.H. Ch.
 Mar. 4 Family GS (MWABCUV Jr.)
 Mar. 4 GS (MOABCUV)
 Mar. 4 N.Y. N.J. Intercouncil
 Mar. 4-5 USEASA Nordic Ch. (MAB)
 Mar. 4-5 Jr. J School
 Mar. 4-5 USEASA Prep School Ch.
 Mar. 4-5 N.Y. Jr. Alpine (Jr. III, IV)
 Mar. 4-5 Jr. Team S/GS/XC/J
 Mar. 4-5 Central N.Y. Jr. Ch.
 Mar. 4-5 D/S (MWABC Jr. I, II)
 Mar. 5 USEASA GS Ch. (MB)
 Mar. 5 GS (MWBCU)
 Mar. 11 Amherst College GS
 Mar. 11 Sun Glo S/GS (Jr. I-IV)
 Mar. 11 Mass. XC Ch. (MW Jr.)
 Mar. 11-12 Maine Ch.
 Mar. 12 Baxter-Whitman S (Jr. I-IV)
 Mar. 12 Annin J (MABC Jr. I, II)
 Mar. 12 S/GS/D-SC (MWABCUV Jr. I-IV)
 Mar. 12 Mass. D (MOABCUV Jr. I-IV)
 Mar. 12 Pico Derby D (MW)
 Mar. 15 Mt. Snow GS (MWOAB)
 Mar. 18 Jr. J Tourn.
 Mar. 18-19 Widener GS (MWCU Jr. I-IV)
 Mar. 18-19 N.E. D/S Ch. (MWOAB)
 Mar. 25 Burke Mt. GS (MWAB Jr. I, II)
 Mar. 26 N.E. Kandahar GS (MWABC)
 Apr. 1-2 GS (MWOABCUV Jr.)
 Apr. 8-9 Sugar S (MWABCUV Jr. I, II)
 July 4 Inv. J Tourn. (MAB)

Bromley SC
 Lynn SC
 Lebanon OC
 Polar Bear SC
 Winnepesaukee SC
 Brattleboro OC
 NEISC

Laurel Mt. SC
 DOC
 Woodstock SR
 YWCA Snow Kats
 Mt. Sunapee SC
 Farmington SC
 Hochflierer SC
 Eastern Slopes SC
 Edelweiss SC

Northwood S
 Mt. Sunapee SC
 NEISC
 SC Washington
 Salisbury WSC
 Conn. SC
 Salisbury WSC
 Franconia SC
 Bear Mt. SC
 NEISC

Gould Acad.

Brattleboro OC
 Snow Ridge SC
 Chisholm SC
 Polar Bear SC
 Conn. SC
 Pico SC
 NEISC
 Lake Placid SB
 Franconia SC
 Lyndon OC
 NEISC
 Gore Mt. SC
 Nansen SC
 Nansen SC
 Aluski SC
 NEISC
 U. Va. OC
 Lebanon OC
 Mad River SC
 SC Hochgebirge
 N.Y. SC
 Chisholm SC
 Brattleboro OC

Blue Ridge SC
 Skyline SC
 Polar Bear SC
 Massa-Schussers SC
 Massa-Schussers SC
 NEISC
 Cazenovia SC
 Scandinavian SC
 Pineland OC
 Eastern States SC
 Polar Bear SC
 Penobscot Valley SC
 Scandinavian SC
 Pico SC
 Mt. Snow SC
 Winnepesaukee SC
 B&BTS
 EICSL
 Lyndon OC
 Hartford SC
 Sugarloaf SC
 Mt. Mansfield SC
 Lake Placid SC

CENTRAL

Jan. 1 J/Nordic C
 Jan. 8 J Tourn.
 Jan. 15 Jumping
 Jan. 22 Jumping

Eau Claire SC
 Eau Claire SC
 Norge SC
 Kandahar SC

BROMLEY
 MT. WHITTIER
 LEBANON
 OLD FORGE
 BELKNAP MT.
 BRATTLEBORO
 CRANMORE
 LAKE PLACID
 LIGONIER
 HANOVER
 WOODSTOCK
 BELKNAP MT.
 MT. SUNAPEE
 FARMINGTON
 MT. WHITTIER
 CRANMORE
 EAST GREENFIELD
 WILLIAMSTOWN
 LAKE PLACID
 MT. SUNAPEE
 BURKE MT.
 DAVIS
 SALISBURY
 CORNWALL
 SALISBURY
 CANNON MT.
 BEAR MT.
 BURKE MT.
 CANTON
 BETHEL
 LAKE PLACID
 BRATTLEBORO
 TURIN
 RUMFORD
 OLD FORGE
 CORNWALL
 PICO
 MT. WHITTIER
 LAKE PLACID
 CANNON MT.
 LYNDON
 WOODSTOCK
 NORTH CREEK
 BERLIN
 BERLIN
 CORTLAND
 WOODSTOCK
 DAVIS
 LEBANON
 WAITSFIELD
 CANNON MT.
 BELLEAYRE
 RUMFORD
 BRATTLEBORO
 MIDDLEBURY
 BELLEAYRE
 MARSH MT.
 GREEK PEAK
 OLD FORGE
 CRANMORE
 CRANMORE
 LYME
 CAZENOVIA
 MT. WACHUSETT
 ANDOVER
 CRANMORE
 OLD FORGE
 DEDHAM
 MT. WACHUSETT
 PICO
 MT. SNOW
 BELKNAP MT.
 WATERVILLE VALLEY
 WILDCAT
 BURKE MT.
 WAITSFIELD
 KINGFIELD
 STOWE
 LAKE PLACID

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Tel: Yukon 8-2511

60-61

COMPETITION SCHEDULE

CENTRAL continued

Jan. 22 Jumping
Jan. 29 Jumping
Jan. 29 Jumping
Jan. 29 Jumping
Feb. 5 Jumping
Feb. 5 Jumping
Feb. 11-12 Jr. Alpine Reg. Ch.
Feb. 11-12 CUSSA J/XC/C Ch.
Feb. 19 Jumping
Feb. 25-26 Jumping
Feb. 25-26 CUSSA Jr. Alpine Ch.
Feb. 25-26 CUSSA Jr. J/XC/C
Mar. 4-5 Jumping
Mar. 5 Jumping
Mar. 12 Jumping

Iola WSC
Snowflake SC
Briar Hill SC
Racine SC
St. Paul SC
Blackhawk SC
Black Mt. SC
Duluth SC
Minneapolis SC
Ishpeming SC
Ely SC
Kiwanis SC
Itasca SOC
Gogebic Range SC

IOLA
WESTBY
MESICK
BURLINGTON
ST. PAUL
MIDDLETON
CHEBOYGAN
DULUTH
MINNEAPOLIS
ISHPEMING
WALLOON HILLS
ELY
IRON MT.
COLERAINE
IRONWOOD

SOUTHERN ROCKY MOUNTAIN

Dec. 3 Warm-up Race (ABC Jr.)
Dec. 11 Classification Race (C)
Dec. 17-18 Intercollegiate Meet
Dec. 18 GS (Jr. I-V)
Dec. 18 Class. Race/GS (C)
Dec. 31-

Rocky Mt. School
Jr. Zipfelbergers
DU, WSC
Taos WSC
Taos WSC

ASPEN
BERTHOUD
ASPEN
TAOS
TAOS

Jan. 1 Wyo. U. Meet
Jan. 1 GS (Jr. I-V)
Jan. 7-8 SRMSA Nordic Ch.
Jan. 7-8 Jr. Nat. Nordic Tryouts
Jan. 8 Class. Race/S (C)
Jan. 8 GS (Jr. III-V)
Jan. 14-15 Winter Carnival
Jan. 15 Class. Race/GS (ABC)
Jan. 15 Jr. 4-way
Jan. 22 GS (Jr. I-III)
Jan. 22 Class. Race/GS (C)
Jan. 22 Jr. Jumping
Jan. 29 GS (Jr. III-V)
Jan. 29 Lions Club H.S. Meet
Jan. 29 Perkins Mem. (WABC Jr. I-II)
Jan. 29 Colo. Relays
Jan. 29 Adolph Mem. GS (MAB)
Jan. 29 Colo. J Meet
Feb. 4-5 Damon George Jr. 4-way
Feb. 4-5 Winter Carnival
Feb. 5 SRMSA D/S Ch. (C)
Feb. 10-12 Winter Carnival (ABC Jr.)
Feb. 12 SRMSA J Ch.
Feb. 18-19 Griffith Mem. D/S (A)
Feb. 19 SRMSA GS Ch. (C)
Feb. 19 Jr. Nat. Alpine Tryouts
Feb. 25-26 Emslie D/S/GS (ABC Jr.)
Feb. 25-26 SRMSA Jr. Nordic Ch.
Feb. 26 Sr. Nordic Meet
Feb. 26 Jumping Tourn.
Mar. 4-5 RMISA Ch.
Mar. 5 Silver Slalom (ABC)
Mar. 5 GS (Jr. I-III)
Mar. 12 Class ABC Slalom
Mar. 12 GS (Jr. III-V)
Mar. 19 SRMSA D/S Ch. (AB)
Mar. 26 Classification Race (C)
Mar. 26 SRMSA GS Ch. (AB)
Mar. 26 SRMSA GS Ch. (Jr. III-V)
Apr. 2 Class C
Apr. 2 Dartmouth Cup (Boys)
Apr. 9 Team Race (ABC)
Apr. 16 Family Race
Apr. 23 Team Race (ABC)
Apr. 30 May Day Slalom (ABC)
May 7 Pikes Peak Race (ABC)
June 3 Sunrise Slalom (ABC)

Wyoming U.
Terry Peak SC
Durango SC
Durango SC
Grand Mesa RC
Jr. Zipfelbergers
U. of Denver
Sno-Jets SC
Aspen SC
Continental SC
Tyrol SC
Tri-County SC
Grand Mesa RC
SSWSC
Colo. Christi C
U. of Colo.
Yucca Bums WSC
U. of Denver
SC Zipfelberger
Western St. Coll.
CURC
SSWSC
SSWSC
U. of Colo.
Taos-Albuquerque SC
Burlingame
Albuquerque SC
Terry Peak SC
Terry Peak SC
SC Zipfelberger
U. of Utah
Kitzski Club
Sky-Hi SC
Tri-County SC
Continental SC
Arapahoe BSC
Pioneer SC
Tyrol SC
Arapahoe BSC
Aspen SC
Mile High SA
Colo. SR
Rocky Mt. School
SC Zipfelberger
DU
Sno-Jets SC
Grand Lake WSC

STEAMBOAT SPRGS.
TERRY PEAK
DURANGO
DURANGO
GRAND MESA
BERTHOUD
WINTER PARK
BROADMOOR
ASPEN
CLIMAX
LOVELAND
WINTER PARK
GRAND MESA
STEAMBOAT SPRGS.
ARAPAHOE
WINTER PARK
WINTER PARK
WINTER PARK
WINTER PARK
GUNNISON
BERTHOUD
STEAMBOAT SPRGS.
STEAMBOAT SPRGS.
WINTER PARK
TAOS
LOVELAND
LA MADERA
TERRY PEAK
TERRY PEAK
WINTER PARK
SALT LAKE
ARAPAHOE
STONER
WINTER PARK
CLIMAX
ARAPAHOE
BERTHOUD
WINTER PARK
ARAPAHOE
ASPEN
ARAPAHOE
BERTHOUD
ASPEN
MINE DUMP
ARAPAHOE
PIKES PEAK
TRAIL RIDGE

NORTHERN ROCKY MOUNTAIN

Dec. 11 Pre-Holiday Inv. GS
Jan. 13-15 High School Inv. D/S

Bozeman SC
Great Falls SC

BRIDGER BOWL
KINGS HILL

SKI, DECEMBER, 1960

Jan. 21-22 NRMSA Jr. D/S/GS Ch.
Jan. 27 High School XC/J
Jan. 28-29 Belmont Inv. D/S
Feb. 4-5 Avalanche School
Feb. 11-12 NRMSA Nordic Ch.
Feb. 16-18 Mont. H.S. Meet
Feb. 19 Inv. GS
Feb. 26 NRMSA GS Ch.
Mar. 4-5 NRMSA D/S Ch.
Mar. 12 Inv. GS
Mar. 25-26 Inv. D/S
Apr. 8-9 Doug Smith Mem. D/S
June 18 Summer Slalom

Dillon SC
Belmont SC
Belmont SC
Bozeman SP
Hellgate SC

Casper Mt. SC
Lost Trail SC
Silver Run SC
Belmont SC
Great Falls SC
Whitefish Lake SC
Three Clubs

RAINEY MT.
MARYSVILLE
MARYSVILLE
BRIDGER BOWL
DIAMOND MT.

CASPER MT.
GIBBONS PASS
GRIZZLY PK.
MARYSVILLE
KINGS HILL
BIG MOUNTAIN
GARDNER LAKE

FAR WEST

Jan. 22 Dick Springer Mem. S (BC)
Jan. 22 District #5 GS (BC)
Jan. 29 Ninth Annual S (BC)
Feb. 5 Snow Summit GS (ABC)
Feb. 11-12 Norsemen J/XC (AB)
Feb. 18-19 Snowshoe Thompson J/XC/C (AB)
Feb. 19 Avalanche GS (ABCV)
Feb. 26 San Geronio GS (ABCV)
Mar. 4-5 Ariz. Cup D/S (ABC)
Mar. 5 Alpineer GS (ABC)
Mar. 11-12 Nat. Vets D/S (V I-III)
Mar. 18 Central Calif. GS (ABC)
Mar. 25 Bill Freitas Mem. S
Mar. 26 Edelweiss GS (ABC)
Apr. 2 San Geronio D (ABCV)
Apr. 9 Scandia GS (ABC)
Apr. 16 Silver Belt GS (A)
Apr. 23 Dick Springer Mem. GS (AV)

SC Alpine
Peninsula SC
Fresno SC
Scandia SC
Norsemen SC

Mt. Waterman SC
San Geronio SC
Phoenix SC
Alpineer-Vikings SC
Sugar Bowl SC
Fresno SC
Oakland SC
Edelweiss SC
SC Alpine
Scandia SC
Sugar Bowl SC
SC Alpine

KRATKA RIDGE
DONNER SKI RANCH
CHINA PEAK
SNOW SUMMIT
SNOW VALLEY
HEAVENLY VALLEY
MT. WATERMAN
KRATKA RIDGE
FLAGSTAFF
SUGAR BOWL
SUGAR BOWL
CHINA PEAK
SUGAR BOWL
MAMMOTH MT.
SAN GORGONIO
MAMMOTH MT.
SUGAR BOWL
MAMMOTH MT.

PACIFIC NORTHWEST

Nov. 27 Turkey S (All classes)
Dec. 11 Jr. Slalom
Jan. 1 Nordic School (Jr. SNI)
Jan. 8 GS (Jr. IN)
Jan. 8 Razorhone D (All classes)
Jan. 8-9 Trail Races (All classes)
Jan. 15 Slalom (All classes)
Jan. 14-15 Walker Cup D/S (Jr.)
Jan. 21-22 Silver Skis D/S (Jr.)
Jan. 22 J Tourn. (ABCV Jr. XN)
Jan. 22 Beta Cup GS (Jr. XIN)
Jan. 28-29 PNSA Nordic Ch. (Jr. NX)
Jan. 28-29 Schwaegler Cup GS (Jr.)
Jan. 29 GS (BC Jr. XNI)
Jan. 29 Jr. Novice S
Feb. 4-5 Cranston Cup D/S (Jr.)
Feb. 5 J/XC Ch. (Jr. XIN)
Feb. 5 Jr. Slalom
Feb. 5 GS (Jr. N)
Feb. 11-12 Heather Cup D/S (Jr. XIN)
Feb. 11-12 D/S (Jr. N)
Feb. 11-12 D/S (Jr. XIN)
Feb. 12 J Tourn. (SRAB1, B2 Jr. XN)
Feb. 19 PNSA GS Ch. (ABC Jr. X)
Feb. 19 Skiylene Cup GS (W)
Feb. 24-26 Winter Carnival D/S/J/XC
Feb. 25 Forelauffer D (ABC)
Feb. 25-26 Alpine Tourn. (All classes)
Feb. 25-26 S/GS (Jr. XIN)
Feb. 26 Jr. Slalom (Jr. XIN)
Feb. 26 Jr. D/S
Mar. 4-5 PNSA D/S Ch. (A Jr. IX)
Mar. 5 PNSA J Ch. (All classes)
Mar. 11-12 Far West D/S (MWAB)
Mar. 11-12 S/GS (Jr. XIN)
Mar. 12 D/S (Jr. IN)
Mar. 12 Jr. Novice S
Mar. 18-19 Jr. Novice Alpine Ch.
Mar. 19 Skiylene S (W)
Mar. 19 GS (ABC Jr. X)
Mar. 26 GS (ABV)
Mar. 26 Jr. Slalom
Mar. 31-
Apr. 2 Am. Leg. GS/D/S (Jr.)
Apr. 1-2 S (MW) J (M)
Apr. 9 GS (ABCV)
Apr. 9 Slalom (Jr. XIN)
Apr. 16 Golden Poles GS (AB)
June 6 Golden Rose D (A)
July 2 Heather Cup GS (Sr. V)

Schnee Vogeli SC
Komo Kulshan SC
Leavenworth WSC
Penguin SC
Komo Kulshan SC
Schnee Vogeli SC
Seattle SC
Blue Mt. SC
Cascade SC
Wenatchee SC
Beta SC
Leavenworth WSC
Yakima SC
Tri Pass SC
Skiers, Inc.
Bogus Basin SC
Gr. Seattle Jr.
Seattle SC
AWS
Komo Kulshan
Wenatchee SC
Portland RC
Leavenworth WSC
Penguin SC
Skiylene SC
Portland St. Coll.
Forelauffer SC
Spokane SC
Bogus Basin SC
Tri Pass SC
Seattle YMCA
Yakima Valley SC
Cascade SC
Schnee Vogeli SC
Gr. Seattle Jr.
Idaho SC
Skiers, Inc.
Blue Mt. SC
Skiylene SC
Penguin SC
Wenatchee SC
Seattle SC

Schnee Vogeli SC
Payette Lakes SC
Komo Kulshan SC
Santiam SC
Portland JC
Cascade SC
Komo Kulshan SC

MT. HOOD
MT. BAKER
LEAVENWORTH
STEVENS PASS
MT. BAKER
TIMBERLINE
SNOQUALMIE
SPOUT SPRINGS
MT. HOOD
SQUILCHUCK
STEVENS PASS
LEAVENWORTH
WHITE PASS
HOODOO BOWL
SKI ACRES
BOGUS BASIN
SNOQUALMIE
SNOQUALMIE
MULTORPOR
MT. BAKER
SQUILCHUCK
MT. HOOD
LEAVENWORTH
STEVENS PASS
MULTORPOR
MT. HOOD
STEVENS PASS
MT. SPOKANE
BOGUS BASIN
WILLAMETTE PASS
SKI ACRES
WHITE PASS
MULTORPOR
MT. HOOD
SNOQUALMIE
LOOKOUT PASS
SKI ACRES
SPOUT SPRINGS
MT. HOOD
STEVENS PASS
MISSION RIDGE
SNOQUALMIE

SUN VALLEY
MCCALL
MT. BAKER
HOODOO BOWL
MT. HOOD
TIMBERLINE
HEATHER CHUTE



Obermeyer models shown, hat 440, sweater P660, stretch pants P60. Medica "T" shirt F10

Obermeyer
SKI FASHIONS

MEDICA TURTLE NECK "T" SHIRTS IN 31 SLATCHES, COMPARADINARY AND COM.
WEAVING COLORS FOR OBSERVER STRETCH PANTS AND SWEATERS. (UPPER COLLAR OPTIONAL)

SPORT-OBERMEYER, INC. ASPEN, COLO.

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Housekeeping cabins. Private rooms with bath. Midweek special.

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Rooms. Chaler. Housekeeping Cottages. Fireplaces. Electric Blankets. Brochure. Box 316.

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Nearest accommodations to Arapahoe and Loveland Ski Areas. Telephone Dillon INgersoll 8-2512. Write Dillon, Colorado, Box 267.

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ASPEN MEADOWS

Deluxe accommodations \$16-\$18 single, \$22-\$26 double. Famous International Cuisine of the Copper Kettle. Color Folder. Aspen 20, Colorado.

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Convenient to all lifts.

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At Lift. Heated pool, lounge, deluxe rooms & apts., complimentary. Continental breakfast.

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Attractive, comfortable apts. & rooms—Library—reasonable rates. 3 minutes to either town lift. Glenn Paas, Box 784, Tel. Walnut 5-3551.

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Delightful guest rooms, suites. Superb cuisine. Frontiersman's Bar. Dormitory accommodations at the Roaring Fork Inn. Color Folder. Aspen 9, Colorado.

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12 Modern Apartments, Kitchenettes. Centrally located. \$4-\$6 per person.

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EVERYTHING from housekeeping units to deluxe dormitories; ideal for groups; new & modern.

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Delightfully different and gay.

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In heart of ski area on Hiway 40.

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In the heart of Colorado's Front Range Ski Areas: Winter Park, Loveland and Arapahoe Basins. Gold Eagle Bar, superb cuisine, lodging. AAA recommended. Singles from \$3.50; Doubles from \$5.00.

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Serving you who expect the finest. Informality at the door to Winter Park, Colorado.

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Reasonable Rates.

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Daily train, bus from Denver. Excellent cuisine. Bar, Night Club, Ski School, Nursery. Country's best beginner's hills. Colorado's best package offer.

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BEAVER'S SKI CHALET

5 minutes from ski slopes—offers "the most" for your ski-vacation dollar. Rates: \$10 daily; \$66 for 7 days, 7 nights. Wonderful food,

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Ski more, Spend less. Excellent food. American Plan \$6.00 up.

TIMBER HOUSE SKI LODGE

800 yards to Tows. Dorms. Rooms. Housekeep. Cabins. Group Rates. Family Style Meals. Week package \$56.00 up. Phone Fraser PA 6-9471 or write Timber House, Winter Park, Colo. Box 32-H. Early Reservations.

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BRIDGTON—PLEASANT MT. CHAMBER OF COMMERCE

Maine's ONLY Chair Lift. Free accommodation information on request.

KINGFIELD (SUGARLOAF AREA)

KINGFIELD INN

Imaginative cooking—Square Dancing—Ski touring. \$6.50 MAP. COngress 5-2981. Brochure.

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SOUTH EGREMONT

JUG END BARN

Famous year round resort. Top accommodations. Austrian Ski School. Lounge.

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BOYNE FALLS

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Accommodations for 300—five double chair lifts. Complete resort. Ski Week base rate \$69.00.

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CHIMNEY CORNERS RESORT

Near new Crystal Mountain Ski Area. Dining Room. Hk. units.

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"Complete Accommodations."

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ALSTEAD INN

\$3.50 per person A.P. Brochure.

BELKNAP RECR. AREA, LACONIA-GILFORD

ARLBURG INN

Directly at Belknap Lifts. Scrumptious food, delightful Alpine atmosphere, cocktail lounge, complete ski shop. AAA.

FITZWILLIAM

FITZWILLIAM INN

Monadnock Region. Country hospitality. Dining, cocktails. Own ski tow.

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Small. Cheerful. Music. VOGUE GOURMET. Swiss Cocktail lounge. \$8-\$11 two meals. Valley 3-7711.

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\$9-\$12, modified. Franconia 3-5564.

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COTTAGES

Excellent. Adjacent to Cannon, Mittersill. Informal.

ROWINS MOTEL

NEW, Attractive. AAA. Phone Valley 3-5655

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CRYSTAL HILLS LODGE AND SKI DORM

New Hampshire's Largest Ski Dorm, \$5 up, private rooms \$6.50 up, two meals. Dancing, Lighted Skating Pond. 3 Fireplaces, 150 Guests. Dec. to June skiing. Near Wildcat, Cranmore, Black, Tuckerman's. Fleetwood 6-2909.

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The family favorite.

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Ski Cannon. Modern accommodations, excellent food, unique cocktail lounge. \$8 up daily, private bath, two meals.

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CALUMET MOTOR LODGE

AND RESTAURANT

Dartmouth Skiway's finest. Italian cuisine, Dorms, Skating, Group rates.

NORTH CONWAY

ALPINE MOTEL & INN

Base of Skimobile. Private Baths \$8 up, two

meals. Package Plan. Cocktail Lounge. Brochure.

BIRCHMONT

No. Conway's most scenic inn. Practice slope, sliding, skating on grounds. 1 mile to town, 1 3/4 miles to Skimobile. Bunks \$8.00. Rooms \$9.00-\$14.00, full A.P., plus afternoon tea and bed-time snack. Folder. Bob & Betty Knapp.

CRANMORE INN

Friendly, informal skier's inn, in village 1/2 mile from Skimobile. With meals; bunks to private bath; \$6.50-\$10. January & March Package Rates.

IDLEWILD

Near four ski areas. Informal. Rooms and exceptional meals.

OXEN YOE INN

Run for skiers by skiers. Walking distance to town and Skimobile. From bunks (2 and 4 beds) to private bath; 2 meals. \$7-\$11.50. Specials for 5 days or longer. Ski weeks. Famous Salom House meeting place for after skiing fun. Folder. Tel. FL 6-2931.

SUNAPEE

DEXTER'S LODGE

Own slope and tow. Near Sunapee Ski Area. Cocktail Lounge. AAA and Duncan Hines approved.

MOUNT SUNAPEE

Excellent accommodations. For list write Board of Trade, Sunapee 23, New Hampshire.

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WATERVILLE INN AND SKI AREA

Two T-bars. Tow. Ski School, Snack Bar. Rentals. P. O. Campton, N. H.

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ALPINE LODGE

At lift. Deluxe accommodations. Dining room. Dormitory. Toni and Ilse Woerndle. Write for free folder. P. O. Box 137B. Phone Plaza 4-2952.

TAOS

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Kitchenettes.

HONDO LODGE & CHALET ALPINA

Delightful accommodations next to ski slopes at modest rates.

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Fine French cuisine. Deluxe accommodations next to lifts. Season: November to May.

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Lodging. Cocktails. Smorgasbord Saturday and Sunday nights. Sunday Brunch. Fondue. New-chaletise complimentary.

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Group Rates. Near Plaza.

NEW YORK

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\$25 week-end including transportation; lodging; meals; use of J-Bar; Reservations JUDson 2-3777.

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PALEFACE LODGE AND SKI CENTER

One-stop family area. Rooms. 3 Lounges. Nursery. Cafeteria breakfast and lunch. Night Club apts ski. 200 feet down to base of own double chair lift. T-bar. Twenty miles of "easy does it" trails and glades catering to beginners, novices and intermediates. Ten miles touring trails. Ten minutes from Challenging Whiteface Mountain Ski Center. Route 86. Greyhound Bus Stop. Folder. Charles Fitz-Gerald, Lodge Manager. Phone Wilson 6-2463.

KEENE

THE MOUNTAIN HOUSE

Near Whiteface. Folder available.

LAKE PLACID

ALPINE SKI LODGE

Free ski tow on grounds. Near Whiteface.

HOLIDAY INN SKI LODGE

40 modern rooms, tile baths, free TV, lounges, fireplaces, ski room. Low rates.

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Stay where the skiers stay, closest in Placid to Whiteface in Placid's only ski lodge. Bouncy Beds, Raunchy Rates, Frolicky Fireplace. Stay Loose! Write, Phone 276 Today.

TO STAY SKI VACATIONS!

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MOOSE HEAD HOTEL
McCauley Mt. and Ski Areas at Back Door.
Rates to Clubs.

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PERRY'S SILVER SPRUCE HOTEL
11 miles north of Roxbury. 11 miles west of
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TOWPATH LODGE
200 yds. from new Snow Ridge double chair
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WHITEFACE AREA, WILMINGTON
4 SEASONS LODGE
Ski Whiteface. Families welcome, capacity 15.
Phone Wilson 6-2477.
KEEGAN'S WHITE BROOK SKI LODGE
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37 deluxe units. A.P. \$5.75 E.P. \$3.50 and
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SPOUT SPRINGS

SPOUT SPRINGS LODGE
T-bar, Lodging, Meals, Rentals, Instruction. In-
formation: Pete's Sport Shop, Walla Walla,
Wash.

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MOUNTAINHOME, POCONO MOUNTAINS

ONAWA LODGE
Facilities for all winter sports. Accom. 200.
Rooms with & without bath. Cocktail lounge.
Write for illus. folder. Rates fr. \$8.00 dly.,
incl. meals. Snow-making machines nearby.

UTAH

ALTA

THE ALTA LODGE
One minute from chair lifts. Accommodations
from dormitory to new, modern, deluxe rooms,
Ski weeks.

RUSTLER LODGE
For those who want the very best.
SNOW PINE LODGE
Dormitories, American Plan; \$6.00 with your
sleeping bag; Linen furnished, \$7.00. Special
rates to groups. Make reservations early.

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HOTEL UTAH AND MOTOR LODGE
Finest accommodations. Downtown location.
Minutes away from Alta, Brighton and Solitude.

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BRIMINGTON

HOTEL PUTNAM

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Glowing fires, friendliness and fun. Rooms with
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WINHALL MT. LODGE
Foremost for food—Nearness to slopes. Friend-
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MONTPELIER TAVERN HOTEL
Conveniently located. Ski Stowe, Mad River,
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WEST RIVER LODGE
Easy access to Bromley, Hogback, Mt. Snow.
\$7. A.P.

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LONG TRAIL LODGE
Overlooking Pico Lifts. Mile from Killington
Entrance. Chaler Rooms \$9.00-\$12.50. Dorms
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ALPINE MOTOR LODGE
Nick Mara's luxurious AAA-motel accommoda-
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Mt. Mansfield Road. Excellent meals. Alpine
Lounge, set-up bar, recreation room. Rates:
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Rentals, Lodgings—"Foot Mansfield."
THE BUCCANEER MOTEL & SKI LODGE
New modern motel rooms. Dorms. Game-room.
Set-up bar. \$5-\$8 inc. breakfast.

EDSON HILL MANOR
For a perfect ski vacation. Your private ski
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rope tow, sno-cat. Single or double rooms,
dormitory space. Rates \$10.00-\$20.00 incl. 2
meals. Folder. Tel. Alpine 3-7371.

GREEN MOUNTAIN INN
Stowe Village. Capacity 125. Hotel. Motel and
Dormitory accommodations. The best of ski
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bar and lounge. 10 mins. to Mt. Mansfield.
Buses start here. A.P. \$10.00 to \$18.00.
Parker Perry, host. Alpine 3-7301.

MOUNTAINEER MOTOR INN
Mountain Road. Stowe's newest. INDOOR
POOL. 44 rooms with bath. Lounge, rumpus
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Ski Dorms for men and women. 140 guests.
\$6.25 Daily, including Breakfast and Dinner.
\$40 weekly. Famous circular fireplace. Best of
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On Mountain Road. Featuring fabulous food,
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One of Stowe's finest. Lodging, recreation, hos-
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Private practice ski slopes. 150 acres. Fine for
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Combining comforts of both. AAA. New cen-
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"Vermont's most distinctive accommodation."
Completely equipped kitchens available. Alpine
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Twenty-first winter and nice as ever.

SKI 'N TARRY LODGE
Capacity 22. Private rooms and baths. Dorms.
From \$6.50 A.P. Special ski-weeks. Folder.

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ALP-HOF
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ANDIRONS
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BLUE BROOK LODGE
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BROOKBOUND LODGE
See advertisement Mt. Snow page.
CRAFTS INN
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DEERHILL
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DOVER KNOLLS
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HAY LOFT LODGE
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MOUNTAINEER
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NORTH WIND
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NOVICE INN
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OLD ARK LODGE & CHALET
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ON THE ROCKS LODGE
See advertisement Mt. Snow page.
RED CRICKET LODGE
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SNOW MOUNTAIN INN
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SUNDOWN LODGE
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TAMARACK
For high life at Mt. Snow call HO 4-8850.
VERN'S LODGE

Weekdays \$7.00 private room & two excellent
meals (Non-holidays) HO 4-5214. Family
Rates.

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Suicide-Six, 2 miles. Breakfast. Woodstock
146-M3. P. O. South Pomfret.

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GARMISCH U.S.A. SKI RESORT
Stay Garmisch, Ski Telemark. Free folder,
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PY 4-9200. Reduced Ski Weeks. Cocktail
Lounge.

MOUNT TELEMAR SKI AREA
5 day all expense Learn To Ski Week \$55.

CANADA

LAC SUPERIEUR, P.Q.

CARIBOU LODGE
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MONT TREMBLANT, P.Q.

CHALET DES CHUTES
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HOTEL MONT TREMBLANT
See advertisement on Laurentian page.
LE PAVILLON AUBERGE-MOTEL
Comfortable, fire proof motel \$7.25-\$9.50.
First choice food. 5 minutes chairlift. Main
House \$5.25 to \$8.00. Dormitory. Ski-Weeks.

MANOIR PINOTEAU
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MONT TREMBLANT LODGE
See advertisement on Laurentian page.

THE TREMBLANT CLUB
See advertisement on Laurentian page.
VILLA BELLEVUE
See advertisement on Laurentian page.

MORIN HEIGHTS, P.Q.

BELLEVUE HOTEL
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STE. ADELE-IN-HAUT, P.Q.

THE CHANTECLER
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SUN VALLEY HOTEL SUISSE
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STE. AGATHE DES MONTS, P.Q.

LAURENTIDE INN
Luxurious resort, center of activities.
MANOR HOUSE BARN SPORTS CENTRE
"Learn to Ski" from \$59.50.

ST. JOVITE, P.Q.

GRAY ROCKS INN
Snow Eagle Ski School. Lift, skating, dancing.
\$9.00-\$15.00 with meals. Ski Week \$71.50

STE. MARGUERITE STATION, P.Q.

CARDY-ALPINE INN
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CHALET COCHAND & SWISS CHALETs
See advertisement on Laurentian page.

ST. SAUVEUR DES MONTS, P.Q.

WIN-SUN INN
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VAL MORIN STATION, P.Q.

FAR HILLS INN
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SWITZERLAND

ADELBODEN

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AROSA

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DAVOS

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GRINDELWALD

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GSTAAD

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MURREN

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ST. MORITZ

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WINGEN

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ZERMATT

GRAND HOTEL ZERMATTERHOF
First class. Facing Matterhorn.

Hans Gmoser's New Color Film

"OF SKIERS AND MOUNTAINS"

A true and unique story on skiing. High mountains, glaciers and miles of untouched slopes; a group of gay skiers in a little mountain hut; clear, cold mornings, the warm May sun, storms over the high Alaskan Peaks; life in a small snow cave and the struggle to the 16,525' peak; it all adds up to one of the most unusual and fascinating ski films of our time.

Nov. 30—Montreal, West Hill Hi.

* Dec. 10—Westover, Pa., Westover Academy

Dec. 11—Coatesville, Pa., Y.M.C.A.

Dec. 14—Grosse Pte. Michigan War Memorial

Dec. 15—Grosse Pte. Michigan War Memorial

Jan. 6—Boulder, Colo.

Jan. 9—Aspen, Wheeler Opera H.

Jan. 10—Aspen, Wheeler Opera H.

Jan. 13—Edmonton, Jubilee Audit.

Jan. 16—Nelson, B.C., Capitol Theater

Jan. 19—Vancouver, Queen Elizabeth

Jan. 23—Calgary, Jubilee Audit.

Feb. 17—Winnipeg, Playhouse

* VAGABONDS OF THE MOUNTAINS

HANS Gmoser

P.O. Box 583, Banff, Alta., Canada

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we have



Ski-Boots



YOCK'S SPORTING GOODS
307 Morris Avenue
Elizabeth, New Jersey



SUGARLOAF

Ski from December 'til May at New England's fastest growing ski area . . . 3 T-Bar spans 8,200 feet, with 2,300-foot vertical rise . . . 10 miles of trails feed into wide, roomy slopes . . . USEASA-certified ski school . . . Ample accommodations of all types to fit any purse . . . For free color folder write **SUGARLOAF MOUNTAIN BOX 4 KINGFIELD, MAINE**



CROSS-COUNTRY CRUISADER

The Rev. Jim Scott's love for cross-country is matched only by his zeal for his spiritual duties

by Jim Scott

One evening late last winter, Sheldon Varney, a cross-country ski star, returned with his wife to their Lake Tahoe home after a visit to Reno.

As they approached their mountain-side house, Varney caught sight of a cross in the snow.

"I see we missed the Reverend," he remarked to his wife. "Too bad. I have some new wax that would interest him."

The cross, formed by both skis and poles, is the calling card of the Rev. Jim Scott, pastor of the Lake Tahoe Community Presbyterian Church.

In his ski calls on parishioners whose homes dot the slopes of the mountains rimming the southern end of the big blue lake, the Reverend Scott covers much the same territory as did the legendary Snowshoe Thompson a century

before. There's a strong parallel between them.

Snowshoe brought mail, medicine and supplies to the isolated pioneers. Scott feels that nowadays religion is equally important in view of the casino temptations near Tahoe's southeastern shore. But he's available, too, for hauling groceries or whatever bodily needs an ailing member of his congregation might require. Strong and tall (six feet, two inches) like Snowshoe Thompson, the Reverend Scott also has deep blue eyes, fair complexion and a fascination for cross-country skiing.

Skiers of the South shore area will tell you that Scott lobbies as hard for cross-country skiing as he does for Christ.

In his fight for Christ, Scott has a natural alliance with Heavenly Valley, the area's big resort.

By order of the general manager Chris Kurausa, there is no skiing on Sunday morning until after Reverend Scott's 9 o'clock service, held in the ski shop's Stein Room.

"Let's all start the day right," Kurausa's voice boomed over the public address system one Sunday morning, "by attending ski chapel. It's open now. The chair lift and rope tows won't run till it's all over. Might as well come on in and recharge your soul."

That morning's sermon was a typical one for Reverend Scott, who likes to draw parallels between skiing and religion. He said, "In this community we live under the sign of the cross." He gestured toward Mt. Tallac where two intersecting ravines form a natural snow cross all winter long.

Shortly after he said, "Christ was like the forerunner in our cross-country race. He picked the course. He set the markers. He put us on the track. He set the example by which we are to run the race of life. We were told his technique. We know where the danger spots are and how to avoid them."

Later he alluded to a Biblical passage of "bringing Heaven to earth." "In Heavenly Valley," he said, "I think it has been done—geographically, at least. You have to believe it when you look down upon this gorgeous God-given lake from atop the ski lift. There are so many soul-satisfying panoramas here. I think I feel closest to God when the orange moon lights up the ski area after a heavy all-day snow. Snow always has been the symbol of purity.

"In Isaiah it says: 'Come now let us reason together,' saith the Lord. Though

continued



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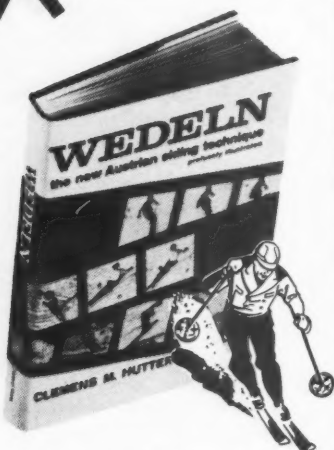
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Rev. Scott

your sins be as scarlet, they shall be as white as snow.'"

Heavenly Valley's chapel has proved popular with college skiers. Doug Fox, a member of the San Jose State ski team, was married there by Reverend Scott.

Scott's own skiing ability has enabled him to "reach" many youngsters who are now members of his congregation totaling more than two hundred. He has placed third for the past two years in the Snowshoe Thompson race, which varies between eighteen and twenty-one miles. And he came in second in the veterans' division of the twenty-six-mile Donner Trail Memorial race in 1958.

Before taking over the Tahoe Valley church in 1954, Scott had skied a few times in the High Sierra. After coming to Tahoe Valley he moved awkwardly about on an old pair of skis he had used in a Navy training camp during World War II.

It was Varney, a former Eastern champion, who first taught Scott cross-country skiing. Each morning Scott saw — and admired — Varney as he skied past the parsonage to his job as teacher at South Tahoe High School.

Scott waved him down as he passed one morning and asked about some instruction in cross-country.

"Sure thing," said Varney. "Cross-country could use a good crusader like you."

Varney didn't realize what a crusader

Rev. Scott's knowledge and enthusiasm earned him a job at Winter Olympics



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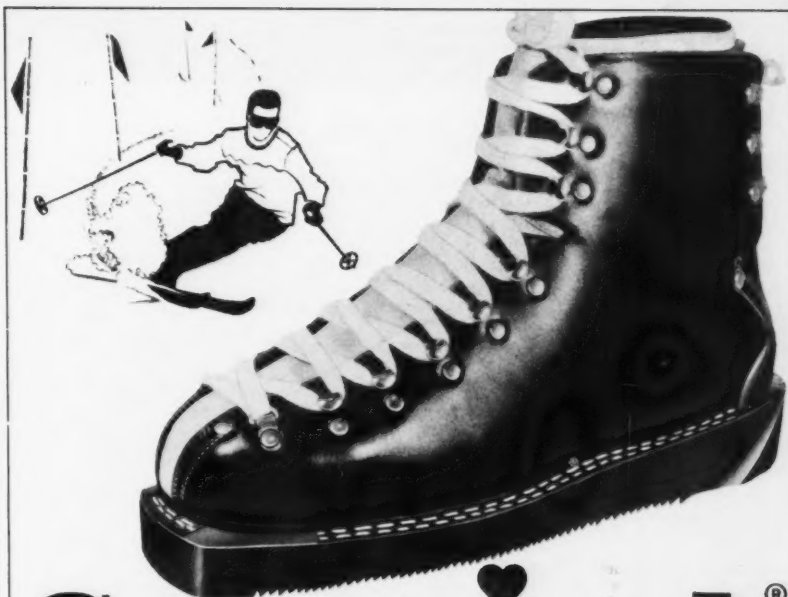
he was getting. Each evening the rugged minister worked out with Sheldon on the South Tahoe slopes and such were his enthusiasm and skills, he soon became a match for Varney in technique, if not in endurance. That was to come. Two years later, Scott felt ready for the tortuous Snowshoe Thompson race. For eleven miles he stayed with the leaders, but then his thigh muscles knotted.

That was the last time his legs ever failed him. He went back to the hills for more practice. Virtually every morning during the long winter, Scott is up at 6:30 to take before breakfast the Snowshoe Thompson trail to Heavenly Valley. And the bulk of his circuit riding in the afternoon is done astride a pair of skis. Running with him is his Siberian Husky, Smokey.

Scott's knowledge of cross-country skiing has long since surpassed Varney's. He's become a nut on wax and its proper usage. In his garage are stacks of the best waxes available in the Scandinavian countries. In helping the Finns, Swedes and Norwegians with their waxing at the North American championships at Squaw Valley in 1959, he noted that they were using an effective little torch. He asked Hakon Brusveen, who a year later became the Olympic 15 km cross-country champion, to buy him one when he returned to his native Lillehammer. He did not forget and the torch is now a part of the clergyman's equipment.

At the Olympics, Scott helped prepare the cross-country courses and served as temperature control officer. In the latter job he saw to it that the racers had both snow and air temperatures from 6 a.m. until race time. He also gave them the high and low temperature range on the course and recommendations on the choice of wax.

Scott's done even more for cross-country
continued



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Rev. Scott

try among the Tahoe youth. For frequent "ski nights" at his church, he shows Olympic films at the South Tahoe Elementary School and he offers films of the world's best cross-country men as well as those of his own family.

"Finland and the United States have about the same number of skiers—around four million," he told one recent gathering. "But here it's all downhill. Over there it's largely cross-country. It seems to me they have the right idea. Only through cross-country do you become well rounded skiers. It teaches basic fundamentals of balance, muscle tone and coordination. It's especially good training for early in the season. It will put you in shape for whatever event you may want to concentrate on later.

"Of course, it isn't necessary to go by your own power nowadays. But you can have a lot of fun doing it. Probably no other spot in this land of ours is blessed by so much natural beauty. And, to see it all, you have to go into the primitive back country. There's much more to it than just the unmatched view of Tahoe. Nearly every morning I encounter coyotes, foxes and rabbits. Sometimes I see geese nesting."

The three older children of Jim and

The minister's son, Paul, has caught his father's cross-country fever



START



Rev. Scott practices what he preaches and through arduous practice has made himself into a competent competitor

Lois Scott, Janet, 14, Paul, 13, and Robbie, 10, are all good cross-country skiers, and Mrs. Scott and Tim, their one-year-old son, also can get about on skis.

All the children started early, using tennis shoes and makeshift skis. But, as they progressed, their father provided them with the right, lightweight skis and proper boots.

Scott frequently takes his Cub Scout troop on the six-mile trip to Echo Lake. On every try some youngster gives out or comes up with blistered feet.

"Most of the boys simply aren't conditioned for cross-country," said Scott one morning as he relaxed in his parsonage, which adjoins the church on Highway 50, "But they could be if they worked on it. My son Paul sometimes goes with Smokey and me on the early morning hike to Heavenly Valley. This is farther than the Echo Lake run, yet Paul never seems tired when we return home.

"Incidentally, I'm sometimes asked if I provided the name for Heavenly Valley. I didn't. The credit belongs to Chris. He picked it up from Heavenly River, which runs through the valley.

"I doubt that all this downhill schussing is good for the kids. I try to get them off the congested hills occasionally to see what they can do on their own. Cross-country is quite a challenge, and, once they try it, they usually stay with it.

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Rev. Scott

"However, it takes competition to hold a youngster's interest. So I plan to hold some long relay races for them this winter.

"I've organized a junior cross-country team for boys six through ten. Each week I try to come up with a challenging new climb for them to some isolated mountain lake or abandoned prospector's cabin."

How does this man of the cloth account for his frenetic interest in skiing?

"Most folks have something to break up the monotony of their work schedule," smiled the minister whose background included service at Omaha Beach. "Usually it comes in the form of a coffee break. But I require something more vigorous than this."

"A minister is under more pressure than you might think. His life is restricted. He must forever watch what he says and does. This is a big resort area. But it's no Parnassus. Many potential

church goers must work on Sunday. But not many people come to the mountains to find God. Some came here to make it quick, others for relaxation and, perhaps, communion with nature at its best. The casinos at Stateline are distressing . . ."

"These are some of the things that worry me. And I find skiing a perfect outlet. I can pour my whole self into it and explode all my suppressed energies and frustrations. I may exhaust myself physically, but I return to my study refreshed mentally. I feel more like working. And I think I am a more dedicated man for my experiences with the forces of nature which you always encounter in cross-country skiing.

"But there are other advantages. I meet so many different types of people on the ski hills. Almost all are intelligent people, receptive to new ideas.

"And I usually convert them one way or another after I've come to know them. If not to Christ, then to cross-country."

END



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1960



Johnny Mancada Photo

Whether at the luxurious Casino de la Vallee at St. Vincent or on the slopes of the Matterhorn, a stretch suit of Elastill by Lella Sport of Milan, Italy, is a versatile item. Extra feminine is the combination of a fay skirt of wool and mohair by Nor-Pol (about \$25, Ski Inc., Denver) and a silk shantung shirt by Emilio Pucci (about \$20, Walton-Pierce, Grosse Point, Mich.). And for the daring, a silk shantung shirt printed into a pattern of Peruvian inspiration by Pucci (about \$30, Neiman Marcus, Dallas) with stretch pants of Sailertex by Pedigree (\$55, Scandinavian Ski Shop, New York)

After the Lift Stops

A series of exclusive photos designed to demonstrate that today's
ski clothing is not only fashionable, but versatile as well

Johnny Moncada Photo

Versatility is the high note of this season's after-ski wear. The cape of warewoof by Albrecht Furs can convert quickly into a skirt (about \$50, Dayton's, Minneapolis). The parka is an Andre one-of-a-kind creation from 180 patterns and materials in stock. It is reversible and is also available in a quilt. The stretch pants are hand tailored and are another Andre exclusive (parkas start at about \$16, trousers are all \$59.50, Andre, New York City, N.Y.)

continued





Sweaters are the skier's constant companions on or off the slopes, in or out of doors. The man's sweater on the left is Edelweiss' Nordic of 100 per cent virgin wool and a true Norwegian boat neck (about \$20, Provo Sporting Goods, Provo, Utah). Men's pants are by Pedigree (about \$55, The Sportsman, Birmingham, Mich.). The lass in the middle is wearing an Original Iceland Pulka sweater imported by P&M (about \$27, Aspen Leaf, Denver) and stretch pants by Libo (about \$30, Aspen Country Store). The wide turtleneck sweater on the right is a Bodewa Ulla imported by Transcontinental (about \$25). Slalom stretch pants by B. F. Moore (about \$45)

For a fashionable evening out an after-ski blouse of cotton sateen stylized print by Barbara (about \$18, Bill Hovey's, Lake Placid, N.Y.) and after-ski trousers with sideseam zipper, also by Barbara (about \$44, Sig Buchmayr's, New York City, N.Y.)



Johnny Moncada Photos



There is an almost endless selection of sweaters to tempt you. On the left is an Obermeyer button cardigan with a high collar (about \$30, Hjalmar Hvam, Portland, Ore.) with Sun Valley stretch pants (about \$35, Simchuck's, Spokane, Wash.). White Stag offers its "Checkerboard" pullover in an Italian design (about \$23, Debyles, Rhinelander, Wis.) with its Silver Medal stretch pants (about \$30, Bamberger's, Newark, N.J.). The Franconia entry is a Danish import and comes with matching cap (about \$20 for sweater, about \$3 for cap, Swiss Shop, Lake Placid, N.Y.). The stretch pants are by Roffe (about \$45, Mt. Mansfield Shops, Stowe, Vt.)

END



Saffski's new slim size and simplicity of design offer an absolutely dependable release binding for both novice and expert. By providing a lesser area of exposed metal and an enclosed, lubricated chamber on the self-centering pivot unit, "SAF-SKI" removes the possibility of your binding freezing up in zero weather. Also, the pivot unit is completely automatic and no adjustments are necessary. It is easily fitted to any thickness of boot sole by means of a vertical screw.



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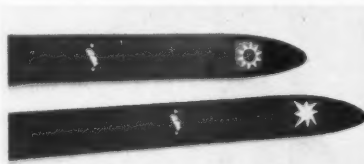
Head Spray Base has been developed for Head Standard skis. A sixteen-ounce can, retailing for \$3.95, gives two complete base treatments. The base has a "high degree of tenacity for all kinds of running wax," according to the manufacturer, Head Ski Co. of 15 West Aylesbury Rd., Timonium, Md.

SAFETY STRAP

"Safe Leash" is a new nylon safety strap. Made of strong, woven, elastic nylon cord, it loops around the upper part of the boot and snaps on the cable. According to the distributor, stretching prevents sudden jerking and the weight of the ski prevents dangerous recoil. Retail for \$1.95. Sold by Safe-Leash Co., Inc., Sunapee, N.H.

GREETING CARDS

Christmas cards, in addition to Ski-Doodle ski cards and its general line, are new this year from Greetings from Vermont, Inc., Woodstock, Vt. The cards are studio size, humorous in nature and retail for twenty-five cents each. Johnny Seesaw's Ski Equipment of Peru, Vt., is the distributor.



SKI DECALS

Ski-Cal decal emblems can be used for identification or decoration on skis, car or other equipment. Various distinctive designs are available as well as initials. Two inches square in size, they come individually wrapped for fifty cents each. Dealers should contact SKI-CALS, Box 3922, Cleveland 20, Ohio.



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RUBBER BOOT

Export Pacific is now handling Deluxe and Standard models of its Japanese rubber ski boot for children. Deluxe model has wedge-type sole equal in stiffness to a good leather sole, according to the company. Prices range from \$8.50 to \$10.50. The Standard model is priced at \$5.95 for children's sizes and \$6.95 for junior sizes. Export Pacific is at 900 Milwaukee Waterway, Tacoma 2, Wash.

STRETCH BOOT LACES

Johnny Seesaw's Ski Equipment of Peru, Vt., is now distributing A-LIVE ski boot laces. Made of stretch nylon, they can be knotted easily, without slipping, but are easily untied. While they pull up tightly, stretch gives a better "feel" and makes the boot fit better, according to the distributor. Outer and inner boot lengths retail for \$1.00 and 85 cents, respectively.



OEFA BOOT

The Oefa boot, made in Innsbruck, is now distributed in the United States by Hagemeister-Lert, Inc., 343 Fourth St., San Francisco 7, Calif. An expert skier's boot, it is available for men at about \$70.00. Its main features are a higher inner shaft, back-lacing, racing hooks and outside ankle cups.

CORRECTION

The man responsible for the architecture at Sugarbush is William S. Cowles, Jr. The name was inadvertently misspelled on page 54 of the November issue.

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so you've
taken
up skiing

by Gus Weber

Director, Mammoth Mt. Ski School

This is the third of a series of columns for those who are taking up skiing for the first time. They are also intended for experienced skiers trying to introduce others to the sport—Ed.

You'll notice that we've changed the title of our column slightly this month. December is traditionally the start of the season, although many areas in the West open around Thanksgiving time. For this reason I assume you have taken up skiing already.

You are probably at the stage where you are thoroughly confused, and your skiing friends may be the cause of it. The problem—technique.

There are all kinds of technique—Arlberg, French, modern Austrian, modified Arlberg, modern French—but the important thing about each of them is that they are a means to an end, to cope with all kinds of snow conditions, terrain and hazards for the full enjoyment of a thrilling and challenging sport.

But as in anything involving people, there are several ways of getting there. It is this which causes most of the arguments—and for the beginner, confusion. I pity the beginner in the clutches of the "technique fiend," who is certain that the method by which the beginner is learning is "all wrong." After making progress on the hill, the poor fellow returns from such a pep talk incapable of doing anything right.

Actually, there isn't much difference between the methods by which beginners learn. Some methods emphasize certain maneuvers more than others. There are also some differences in the order in which certain maneuvers are taught. But these differences are not so radical as the "technique fiend" would have you believe.

The important thing is to learn and learn properly. And for this you need an experienced ski instructor. Beware of the "friend" who'll teach you to ski. While he may be a competent, even expert, skier, this is no guarantee that he is capable of teaching. While the



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principles of skiing may be clear in his own mind, it is far from certain that he can transmit this knowledge to you in an effective manner.

This may sound like a commercial for certified instruction. It is. While skiing is not difficult, it does require systematic development of skills for which few of our previous experiences have prepared us. The certification pin the instructor wears is an assurance to you that in the opinion of his fellow instructors he not only has a firm grasp of the details of the method, but also the ability to demonstrate and teach these details to his pupils. This may seem elementary, but statistics say otherwise. An unhappily large percentage of skiing accidents are suffered by beginners who have had only amateur instruction or none at all. Too many are ignoring this bit of common sense.

Instruction is essential. In the interest of your own safety, you should ignore the siren call of those who maintain that ski school is a waste of time and money.

After you've gone through the initial steps of learning to ski, the traditional technique arguments not only become clearer, they're a lot of fun as well. There is much to be learned from skiing around the lodge fire—if nothing else, the other man's point of view.

One of the sources of technique arguments are ski publications. These articles have improved tremendously over the last few years and have done much to raise the over-all level of skiing in the United States. But a word of caution is in order here. In the first place, some of the articles may not be suitable for your particular level of skiing. In the second place, it is hard to learn skiing out of a book. The biggest help of these articles is in clarifying some of the concepts behind the various techniques.

The important thing to remember is that neither the arguments nor the articles should scare you into changing the technique which you are learning. This is for more advanced skiers who have thoroughly digested the basic fundamentals of skiing and can afford to experiment with new ways. If you are a beginner it is best to stick with what you have. It will save you endless confusion and a great many falls as well.

END

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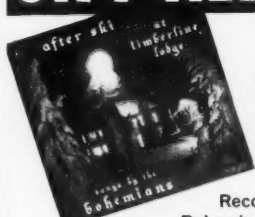


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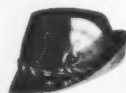
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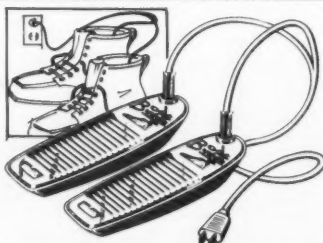


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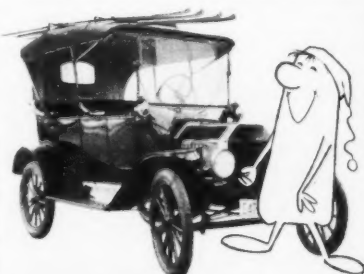
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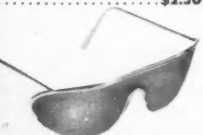
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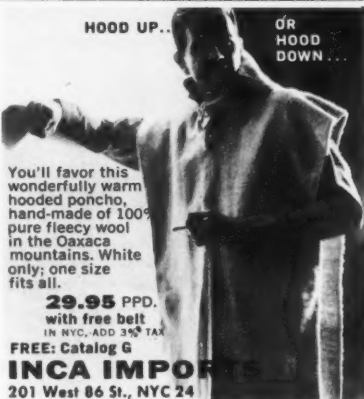
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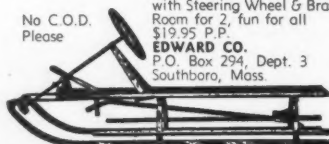
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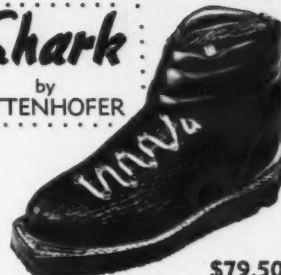
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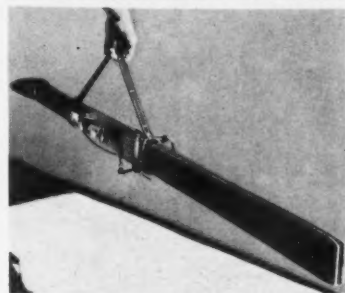
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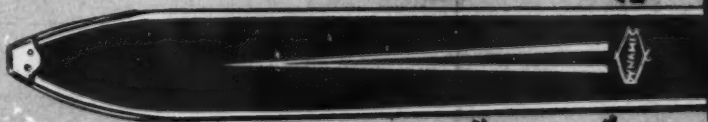
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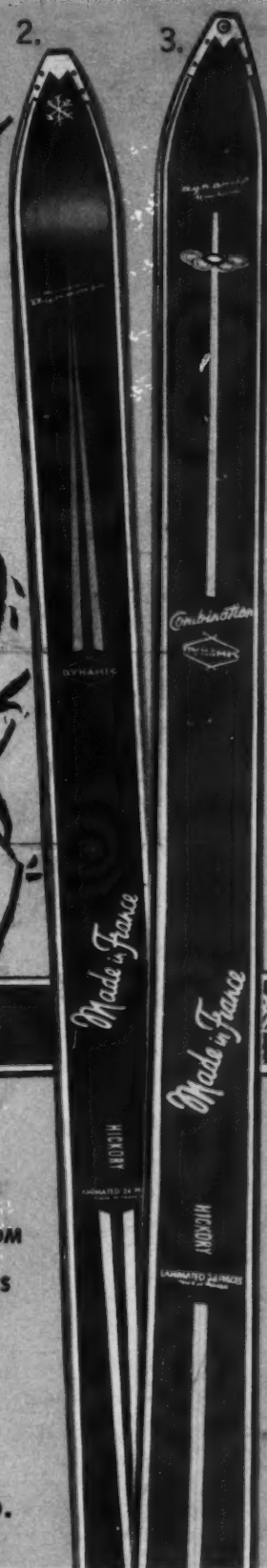
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